

GEN. LORD IS PROUD; EXPENDITURES LESS THAN \$3,000,000,000

Four Years of Fight Crowned
at Last, Director Tells at
Business Meeting.

ECONOMIES TO GO ON; WARNS AGAINST LAXITY

Unheard-Of Surplus of \$598-
\$74,254 Product of 1927
Effort, Pointed Out.

Director of the Budget Lord announced before the meeting of the business organization of the Government last night that victory had at last crowned his four-year fight to bring Federal expenditures within the \$3,000,000,000 mark.

The last estimate for the current year, he said, promises that the expenditure will be brought down to \$2,715,235,050, which is \$78,000,000 less than the expenditure of 1924, the previous low-water mark, and \$25,000,000 less than the \$3,000,000,000 limit created as a goal at the close of the fiscal year of 1923.

The last estimate also promises the unheard-of surplus of \$598,742,54, he said. He added: "This has been effected, not only by curtailment of expenditures, but by stubbornly holding the line, and preventing increases. And this year we have had to provide additional millions for new needs arising from conditions not susceptible of administrative control."

Points to Half Billion Surplus.
At the same time that he made this announcement, Gen. Lord issued a warning against laxity in expenditure, and announced that an effort will be made to maintain in the future the good record established. He said:

"The coming year promises another year of worth-while fight. The operations of the agencies think today they will spend next year \$3,020,000,000, which is

ECONOMY VITAL, COMPLEX

CONTINUED FROM PAGE 1.

pointing out that this will mean a reduction of approximately \$8,000,000,000 in a little less than eight years.

The speech of President Coolidge follows: Members of the Government's Business Organization:

We have been writing a new page in the history of governments these last six years. No less urgent than had been the call to arms was the call for relief from the gigantic burden which the World War imposed upon the people. They had made their sacrifices to enable the Federal Government to meet the great emergency. It was for that Government to take the lead in the effort to restore their financial and economic structure. This task is willingly assumed. The plan to accomplish it, the budget system, was prepared by the Congress. That act gave the Chief

\$45,000,000 in excess of our expected expenditure this year, and that is \$45,000,000 too much. We must put the unexpended and condensed mark on that \$45,000,000. This will mean a reduction in your estimates of approximately 1 1/2 per cent.

Gen. Lord did not want to be sure of victory. However, he added:

"I can conceive no possible contingency that can rob us of our \$3,000,000,000 mark, but we have been so often repulsed, so frequently disappointed of our expected and well-earned triumph that at this time we will content ourselves with just a feeble cheer, reserving the rockets, red fire, and roman candles to the day when we can look back and say: 'There it is. Look at it. We did it. We couldn't do it! We have done it!'"

U. S. Aided \$20,000,000.
The failure of the second deficiency bill aided the government to the extent of less than \$20,000,000, he said. He declared that "we would have had that bill become law."

Gen. Lord began his address, which was interspersed with jokes, figures and closed with a poem on service to one's country, by reviewing the progress and the reverses of the last few years.

He declared that the fact that expenditures during 1926 and 1927 exceeded the 1924 mark, the first year of the \$3,000,000,000 campaign, did not justify assertions that progress was not being made in economy. Such assertions were "absurd," he declared. He pointed out that in both those years new expenditures had been absorbed down to the amount of the increase in the total expenditure, which was only a fraction in each instance of the new expenditures. The expenditure

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At the close of the present fiscal year, Gen. Lord said, the public debt will have been reduced to \$18,600,000,000, a reduction of \$8,000,000,000 from the peak mark of \$26,600,000,000 in 1919. This also represents an additional reduction of approximately \$478,000,000 since last December. The debt at that time, he pointed out, was \$7,522,036,310.

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From the AVENUE at NINTH.



WELCOME LINDBERGH!

You have blazoned your fame in the starry sky,
You have graven your name on the hearts of men,
You have lifted your Country's Flag on high
And the tale of your deed defies the pen.

But at least we may add a welcoming word
To the volume of greetings the world indites.
A pean of praise to you, great Man-Bird,
The saga of you and your flight of flights.

Parker-Bridget Co.

The Avenue at Ninth

WE CLOSE AT 12:30 TODAY

MEMPHIS ANCHORS AT PINEY POINT, MD., TILL THIS MORNING

River Pilot Luckett Boards
Craft to Be Ready for
Journey to Capital.

FLIER TO BED EARLY
FOR CEREMONIES TODAY

Country About Starts Bon-
fires; Autos and River Boats
Hum; Phones Flash News.

Piney Point, Md., (By A. P.)—Left by her convey at the mouth of the Potomac River, the Memphis glided slowly past Point Lookout as night fell and moved leisurely on to Piney Point, where she let go her mud hooks.

Capt. "Bill" Luckett, 73-year-old Potomac River pilot, had been on the lookout for the ship, but even in the moonlight he could not make out for certain whether the low-lying hulk a mile from shore was the Memphis.

When the rattle of the anchor chains reached the ears of river fishermen on shore, however, they shouted that it was a "big ship," and Capt. Luckett put it out from the wharf in the Hattie Mueller, a gasoline dory, to investigate. He carried his bag and a raincoat. As the dory drew alongside the hulk, which proved to be Lindbergh's transport, a gob yelled down:

"Gee, this looks like America."

Capt. Luckett shouted back:

"This is the pilot."

Pilot Hauled on Ship.

A flashlight was played on the dory and then a Jacob's ladder was thrown over the side of the ship. The aged pilot swung up the ladder in true sailor fashion, but was unable to handle his luggage.

An Associated Press correspondent had accompanied him out in the river and followed up the ladder with the bag and coat. They were the only two permitted aboard the ship.

The newspaper man immediately made contact with the Associated Press correspondent, who had accompanied Lindbergh from Cherbourg and learned that the aviator had already turned in for the night, determined to get a good rest against the rigors of tomorrow.

May Not Wear Uniform.

Although Col. Lindbergh's Army uniform had been taken aboard the Memphis at Cape Henry, he had said little about it and the impression was that during the ceremonies at Washington tomorrow he would wear his flying suit.

As soon as word got ashore that the Memphis had dropped anchor, the countryside grew enthusiastic. Bonfires were started along the shore of the river and the waves of the river to the back country with a result that scores came pouring in here in automobiles.

Motor boats which had tugged silently at their buoys, suddenly came to life and loaded with fishermen and their friends pulled up the river to circle the Memphis, while greetings were shouted to the aviator, who was lost in slumber.

New Treasury Bond Allotment Is Made

(By the Associated Press.)

With cash subscriptions aggregating \$617,604,750 for the \$200,000,000 issue of 3½ per cent Treasury Bonds maturing in 1947 Secretary Mellon announced yesterday that those not exceeding \$100,000 had been allotted 50 per cent; those in amounts over \$100,000 but not exceeding \$1,000,000, 40 per cent; and those over \$1,000,000, 30 per cent.

Secretary Mellon also announced that holders of the second Liberty Loan Bonds might exchange their securities for the new Treasury bonds until June 15, and possibly later.

Latter Day Saints' Apostle to Speak

(By the Associated Press.)

Elder Melvin J. Ballard, one of the twelve apostles of the Mormon Church, and Elder Henry H. Rolapp, former Utah Supreme Court judge, and now president of the Eastern States Mission, will speak on "Why Mormonism" at a special meeting of the Church of Jesus Christ of Latter Day Saints, Friday night at the Washington Auditorium.

The regular services of the church will be held tomorrow morning at 10 o'clock in the morning with preaching at 11:45 o'clock. Both services will be held in the Washington Auditorium. Hugh W. Tolton is president of the local branch of the church.

Flood Prevention Interests Coolidge

(By the Associated Press.)

Delegates to the recent flood control conference at Chicago, who called yesterday on President Coolidge, said the President indicated that he would call a new conference to map out a flood prevention program for the East.

The delegation presented John Barton Payne, chairman of the Red Cross, with a commendatory resolution drafted at the conference.

The resolution set forth the conference's appreciation of the untiring, fearless and efficient work performed by the Red Cross in the flood disaster and urged upon the American people to continue liberal contributions to the cause.

FIRE RECORD.

1.27 a. m.—First and B streets northwest; 1.32 p. m.—Eighteenth street and Massachusetts avenue northwest; automobile; 2.30 p. m.—112 Fifth street southeast; barn; 5.17 p. m.—512 Fifth street northwest; 5.29 p. m.—1211 Ingraham street northwest; fire.

Co-operative Apartment Homes

Washington's Most Desirable
Co-operative Building
Built by
H. E. WARREN

166
CRESCENT
PLACE

Washington's Most Desirable
Co-operative Building
Built by
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166
CRESCENT
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166
CRESCENT
PLACE

HERE TO GREET HER FAMOUS SON



Mrs. Evangeline Lindbergh, mother of the New York-to-Paris flier, arriving at the temporary White House yesterday. With her is Irwin H. Hoover, chief usher at the Executive Mansion.

HAPPY THRONG PAYS HONOR TO MOTHER OF "LONE EAGLE"

CONTINUED FROM PAGE 1.

Mrs. Lindbergh was presented to him. The hosts and the guest chatted for a few minutes after which Mrs. Lindbergh retired to her room to rest for an early dinner with the President and Mrs. Coolidge, because they were leaving for the budget meeting at 8 p. m.

The women in the crowd which cheered Mrs. Lindbergh at the President's house were much interested in what she wore. She was modestly attired in a summer dress of two shades of green georgette with a jabot front of a lighter shade of green. Her long coat was made of slipper satin, with a white ermine collar and her ornaments were silver aviator's wings, presumably those won by her son for skill in flying, which she wore at her throat.

Her hat was a black straw hat of medium size with a black velvet band on each side of which were two white gardenias. In her hand she carried a small corsage bouquet of gardenias and ferns. She wore gray strap slippers and a chic appearance in every sense of the word.

While Mrs. Lindbergh did not talk to the reporters she was generous with smiles and kindly glances and was evidently in a very happy frame of mind. It is said that she does not wish to get into the limelight any more than possible until her son arrives, at least. Those who were with her on the trip from Baltimore asserted that she chatted animatedly with the military aid and was recognized, or it is White House car perhaps was recognized, by a number of persons en route to the Capital City which was reached in record time.

Mrs. Lindbergh was not met by the woman's committee because it had been notified that arrangements had been made for her reception today by the White House. Miss Mabel Boardman, chairman of the woman's committee, will be at the Navy Yard this morning to welcome Lindbergh with the rest of the executive committee and the committee is prepared for any service which may be desired of them.

Vigil on the part of cameramen and

RAIL TORPEDO TEST KILLS MANUFACTURER

(By the Associated Press.)

Waltham, Mass., June 10 (By A. P.)—Louis S. Ross, president of the Central Railway Signal Co. of Newton and a former automobile racing driver, was killed today while testing the explosive qualities of a new type of railway torpedoes. Frank Buckley, of Brooklyn, sales manager of the company, suffered serious injury, and six others present at the tests escaped with minor hurts.

Ross, it was said, had maintained that it was not possible to set off the torpedoes by any pressure less than that of a heavy train passing over them. Ross fired at the wooden box containing the torpedoes, and a tremendous explosion followed. Ross was blown back against an automobile truck and broken leg and many wounds from almost torn to pieces. Buckley suffered splinters and metal fragments. Walter Weiger, of Belmont, former State chemist, William S. Whitman, treasurer of the signal company, and Frank Slaney, all members of the testing party, were knocked down, bruised and cut by fragments. Three bystanders were injured slightly.

The Post's Classified department has the latest and most up-to-date equipment to render the fastest service when you phone your ad for the morning newspaper.

CAPT. M'KEE DROWNS AS SEAPLANE BREAKS

(By the Associated Press.)

Montreal, June 10 (By A. P.)—Capt. James Dalel McKee, of Pittsburgh, Pa., aviator, said to have held the record for the longest land flight with a seaplane, was drowned last night in Lac Peche, in the Laurentian Mountains, when his plane broke in two after it had alighted on the water.

McKee was accompanied on the flight by Lieut. Hogan of the United States Army Flying Corps, who was rescued from the lake and taken to the Laurentian Club, where he was later said to be recovering. The accident followed a test flight from Montreal in a new plane in which McKee, a wealthy supporter of aviation as well as a skilled pilot, planned a Montreal-to-Alaska nonstop flight.

Pittsburgh, June 10 (By A. P.)—Capt. McKee, the aviator drowned at Lac Peche, Canada, last night, was a member of one of Pittsburgh's best-known families. He was 42 years old and was the son of the late Stewart McKee. He was born in Pittsburgh. His interest in aviation began when America entered the world war. Since then he had devoted his time to aviation. He was commissioned a captain in the air reserves when hostilities ceased.

Machine Parts After Landing on Lac Peche, in Canada; Companion Escapes.

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TRAFFIC EMPLOYEES WILL BE DISMISSED; SCANDAL RECALLED

16 Affected by Budget Cut;
Eldridge, in Announcement,
Charges Inefficiency.

WOMAN ONE OF FIRST
CALLED IN LIGHT CASE

H. D. Brown Will Start an
Investigation of Her Rating,
He Declares.

An aftermath of the traffic signal scandal occurred yesterday when it was revealed that the commissioners Tuesday, on the recommendation of William H. Harland, director of traffic, ordered dismissal July 1 of 16 of the 28 employees of the traffic department because of the cut made in the budget for salaries by the last Congress.

Leading the list of dismissals was the name of Mrs. Mary F. Kaufman, 44, and informant, Mrs. M. Kaufman was one of the first employees of the department called in by the bureau of efficiency when it began its investigation of the signal scandal. The list of dismissals was made up by Assistant Director of Traffic M. O. Eldridge, who was removed from traffic director as a result of the investigation, and was approved by Harland.

According to the latter, who has only been in office a few weeks, the dismissed having been marked lower for efficiency than those retained. Harland marked the efficiency ratings. Harland said, subject to the latter's approval. He added that he had to rely chiefly on Eldridge's marking because Harland had been long in office. In the final report of the Bureau of Efficiency on the signal scandal investigation, Eldridge himself was severely criticized for inefficiency.

Herbert D. Brown, chief of the Bureau of Efficiency, said that he was about to launch an investigation of the efficiency rating of Mrs. Kaufman and her subsequent discharge.

Cites Inquiry Difficultly.

"I want to know," he said, "whether employees of the District are going to be dismissed after call them in and tell us the truth. If that is going to be done, it is going to be increasingly difficult for us to investigate."

Early in the traffic signal investigation, Mrs. Kaufman, who was then Miss Mary Fagan, was passed from the roll of permanent employees to the temporary roll on the charge of inefficiency. At that time her record for efficiency in Government employments was shown to be high and Eldridge returned her to the permanent roll.

Harland said that all of the clerks retained had higher efficiency markings than those slated for dismissal and added, as to Mrs. Kaufman, that her efficiency rating was not inefficient. He said an added reason for placing her on the dismissal list was that it was thought her work could be done by a less efficient worker. Her position has been graded CAFB by the personnel classification board and she is paid \$400 a year.

Although the order for dismissal of the sixteen traffic clerks was passed by the Commission Tuesday, it was not given out through the regular channels, but was placed in the NFP file. In District Building parlance, NFP means not for publication.

DUNBAR GIRL WINNER OF ORATORY CONTEST

Ruth Matthews Takes First
Prize in National
Competition.

Ruth Matthews, Dunbar High School student, 26 N street northwest, was the winner of the first prize, \$500, in the national oratory contest on phases of the Constitution relating particularly to negroes of America, held last night at the Lincoln Theater, under auspices of the Grand Lodge of Colored Elks, Va., by a single point. He received \$200 as second prize.

Four additional prizes were given: Christella Williams, Savannah, Ga., \$125; Roseann Lane, Gary, Ind., \$100; Fred Henderson, Springfield, Mass., \$75; Florence Lane, Kansas City, Kans., \$50. Others in the competition were Charles Jones, of Winston, N. Va., and Alfred Tyler, of Sheffield, Ala. J. Finley Wilson, grand exalted ruler of Colored Elks, was master of ceremonies. Judges were S. H. George, of Paducah, Ky.; Dr. Roland Johnson, of Brooklyn, and the Rev. William H. Thomas, pastor of the Metropolitan church.

Each of the contestants, as winner in a regional contest, has been awarded a collegiate scholarship of \$200 for each of four years at the college of his choice. The regional and national contestants were directed by Judge W. H. Houston, of Gary, Ind., the Elks' commissioner of education.

Gonzaga's Elocution Prizes Are Awarded

James J. Farrell was declared winner in the Senior Division of the Annual Gonzaga High School Elocution Contest held last night in the school auditorium. Farrell's subject was "Telltale Heart," by Poe. James P. Kane was declared runner-up.

Arthur F. Carroll was awarded the decision in the Junior Division. His subject was "The Surgeon's Story," by E. C. Donnelly. The judges were Drs. George J. Ellis and James R. Costello and Edward Cain.

Will Rogers Wants Ocean Flier in 1928 Race as Democrat

Special to The Washington Post.

Beverly Hills, Calif., June 10.—I know Lindbergh has had all kinds of offers. But has he ever had an offer to be a Democrat? He may be one. People who do strange and unusual things generally are. If he will run for the Democratic Presidency nomination, it will release for more or less practical work Al Smith, McAdoo and others. These when Cal is summing with the farmers, let Lindy summer at Newport among people whose votes really count. My only interest in having elections competitive again MAYOR WILL ROGERS.

HUGHES WILL BE CHIEF OF NAVAL OPERATIONS

Eberle, Now in Position, to
Become Board Chairman
on November 14.

WILEY WILL HEAD FLEET

Admiral Charles F. Hughes, commander in chief, United States fleet, will assume duties of chief of naval operations, with rank of admiral, November 14, Secretary of the Navy Willbur said yesterday, announcing changes in Navy flag commands.

Admiral Hughes will succeed Admiral E. W. Eberle, who will be assigned to the Navy Department General Board as chairman, succeeding Rear Admiral Hilary P. Jones, now American delegate at the Geneva conference, who returns from the chairmanship November 14. Admiral Eberle's assumed duties as chief of naval operations on July 21, 1923.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral. Vice Admiral Louis R. de Steiguer, commander of the battleship divisions, battle fleet, will command the battle fleet, with the rank of admiral, succeeding Admiral Richard H. Jackson, who is assigned to the general board. Rear Admiral William F. Rouse, commander of the Naval War College, Newport, R. I., will become commander of the battleship divisions, with rank of vice admiral, succeeding Vice Admiral de Steiguer.

Rear Admiral George R. Marvel, now under instruction at the Naval War College, will be commander of the Fourth Fleet, succeeding Rear Admiral John D. McDonald, who is assigned to the general board. Rear Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyer squadrons of the scouting fleet, replacing Rear Admiral N. E. Irwin, ordered to Brazil as head of the United States naval mission.

U. S. MUST PAY BACK
\$1,500,000 SAGE TAX

Circuit Court of Appeals Di-
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to Institutions.

New York, June 10 (By A. P.)—The Government today lost \$1,500,000 in income taxes on the estate of Mrs. Margaret Olivia Sage, late widow of Russell Sage, and thirty-five charitable, religious, and educational institutions, which had been ordered to pay the taxes by the Federal Government last year.

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The executors paid the tax, but under protest, and brought suit to recover on the ground that the beneficiaries of Mrs. Sage's will were institutions of the non-charitable kind. Both Judge Hand and the Circuit Court held likewise.

Mrs. Sage died November 14, 1918, leaving an estate valued at \$45,939,045, practically all of which was bequeathed to institutions. As her properties were not distributed at once, due to the settlement of certain liabilities amounting to \$2,000,000, the Federal Government levied an income tax against the executors.

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STATIC IN POLITICS TOO GREAT, RITCHIE TELLS CONVENTION

Transforming Heat Into Light
Is Need, Electric Light
Men Are Advised.

GOVERNMENT FUNCTIONS
LIKE THOSE OF BUSINESS

Horse Sense of Those in Pow-
er Shape Laws, Governor
Says at Atlantic City.

Atlantic City, N. J., June 10 (By A. P.)—Gov. Albert C. Ritchie of Maryland told delegates to the annual convention of the National Electric Light Association today that politics "suffers from an excess of static."

He urged that the industry join with other branches of business in visualizing the problems of government as essentially its own, so that the country "may hope for the dawn of a political era in which business will write for itself and share in writing for mankind a new charter of safety and sanity and of liberty and human rights."

"How to transform heat into light is more difficult in politics than it is in electricity," he said, "but light rather than heat is what is needed."

Politicians Encourage Illusion.

Declaring that American politics needed those qualities which enabled American industry to forge to the front, Gov. Ritchie said:

"There is no more important field than that of municipal government, whether our great experiment in representative government—in government by the people—can be made to succeed or fail, may largely depend on how we shape and govern these immense municipal corporations which come into being."

"Business deludes itself if it thinks it has to do only with economic laws and principles, and that politics is governed by some mysterious laws or principles that are different than its own."

"Politicians, of course, encourage that illusion. In politics, we are strong for formulas, or phases, for the potency of a slogan, for 'eternal principles,' the teachings of fathers and what not, but in the last analysis governments are merely mortal men in power and the laws and functions of government are shaped like those of business, by experience and by practical business wisdom and horse sense of those who sit in power."

"There is nothing mysterious in politics except sometimes the flubdubbery of politicians."

Officers Are Elected.

The Electric Light Association concluded its golden jubilee convention here today with the election of Howard T. Sands, of the Electric Bond & Share Co., of New York City, as president. Other officers elected were:

Vice President: Fred C. Arkwright, Atlanta, Ga.; John B. Miller, Los Angeles; Matthew S. Sloan, Brooklyn, N. Y.; W. A. Jones, New York; Treasurer: E. Young, Newark, N. J.; T. O. Kennedy, vice president, and C. W. Dunn, merchandising manager of the Ohio Public Service Co., Cleveland, Ohio, were awarded the first prize of \$5,000 in the Edward N. Hurley contest for the electric light and power company that makes the greatest contribution toward developing a more effective method of merchandising electric household appliances.

C. E. Calder, president, and C. B. Richardson, merchandising manager of the Texas Power & Light Co., Dallas, were awarded the second prize of \$3,000. H. C. Blackwell, president, and Thomas L. Phillips, merchandising manager of the Union Gas & Electric Co., Cincinnati, received the third prize of \$2,000. Companies accorded honorable mention were the Kansas Gas & Electric Co., of Wichita, the Alabama Power Co. of Birmingham, and the Southern Canada Power Co. of Montreal.

Grave of Richthofen
Visited by Americans

Berlin, June 10 (By A. P.)—Clarence D. Chamberlin and Charles A. Levine, American transatlantic aviators, today made a pilgrimage to the grave of Manfred von Richthofen, Germany's noted war ace, whose body was brought from France after the war and is now interred in the Invaliden Cemetery in Berlin.

Rockville Marriage Licenses.

Licenses have been issued in Rockville for the marriage of John W. Murphy, 3 years old, and Miss Nora B. Crawford, 23, both of Clarendon, Va., and Eric Asa Johnson, 30, of Washington, and Miss Lillian Frances Cummins, 22, of Lynchburg, Va.; Clayton H. Cerrin, 61, of Washington, and Miss Vida M. Smith, 20, of Orange, Va., and Homer Edward Thayer, of Erie, Pa., and Miss Celeste Meredith Mosher, 20, of Union City, Pa.

Jane Gray Sails to Ask Divorce.

New York, June 10 (By A. P.)—Jane Gray, actress, sailed today on the French liner De Grasse for Paris to seek a divorce from her husband, Riccardo Martin tenor, formerly with the Metropolitan and Chicago opera companies. Mrs. Martin said her grounds would be mental cruelty and nonsupport.

When Thoughtful
Heads
Get Together

It's only a question of a little time until the conversation gets around to the question of SMART CLOTHES.

And where to buy them most conveniently at once brings to mind, when the discussion

LINDBERGH TO LAND IN ARMY AMPHIBIAN ON NEW YORK BAY

Aviator Approves Reception
Program for His Visit
to Metropolis.

SCHOOLS AND COURTS
TO BE CLOSED FOR DAY

Raymond Orteig, Donor of the
Ocean Flight Prize, Hails
Flier's Abilities.

New York, June 10 (By A. P.).—Col. Charles A. Lindbergh will land on the waters of New York Harbor in an Army amphibian plane at 10 o'clock Monday morning to participate in the five-day program arranged to give the greatest reception New York ever has accorded an individual. Harry A. Bruno, of the firm of H. A. Bruno, R. R. Blythe and associates announced tonight.

The announcement followed upon receipt of a telegram from R. R. Blythe, board of the cruiser Memphis stating that Col. Lindbergh had agreed to fly in the amphibian plane from Washington and had approved the full program that had been arranged for his reception.

Tuesday afternoon Col. Lindbergh will be the guest of the Wright Aeronautical Co. at Paterson, N. J., builders of the engine in the Spirit of St. Louis. Col. Lindbergh's five-day stay in New York was assured by his approval of the Aeronautical Chamber of Commerce dinner which had been set for Thursday night.

Old-timers admit that the Lindbergh reception will smash all records. Mayor Walker, by former proclamation, has made it a day of "public celebration." Schools will be closed and 1,000,000 children, freed from books for the day, will make the walking ring with songs in honor of Lindbergh.

No business will be transacted on the New York stock exchange, the curb market and the sugar and coffee exchange, while the cotton exchange will remain open until noon.

Nine parts of the general sessions court will adjourn and two grand juries will have their sessions.

The supply of vantage points for the parade has fallen far short of the demand. All along the line of march all available seating space has been seized. Rumors of activity of ticket speculators have been heard. Grand stand seats were said to be selling for \$100 apiece.

The millions of New York will be swelled by visitors from far and near. Special trains will be operated by railroads to bring the people to the starting point of the New York to Paris overnight flight, and many will come by air and water.

The flying column will not need the letters of introduction he carried to Paris. New York knows all about him and will tell him so Monday.

Negotiations for the flier to end his trip to New York on the parade ground at Governors Island, begun by Mayor Grover, when chairman of the committee, have been continued today. No police would be needed to protect Lindbergh's plane, because the city is so big and accessible only by Government ferry and is a Government reservation.

New York is taking on a holiday. The city is in a state of excitement. There are hundreds of thousands of people in the city. The city is in a state of excitement. There are hundreds of thousands of people in the city.

The grandstands at City Hall and at Central Park are being completed. Fifty thousand people are expected to see the 2,000 seats available at City Hall, Mayor Walker said.

Thirteen-year-old Ethel Winter today was selected from the million children in New York as the most typical American schoolgirl in the city. She will represent the pupils in presenting a wreath to Mrs. Lindbergh, mother of the transatlantic flier, at Central Park next Tuesday.

The services of 10,000 Boy Scouts, picked from New York's 30,000, to assist in policing the line of march when Col. Charles A. Lindbergh arrives here, were offered to the police department today by the Boy Scout Foundation.

It was claimed this would be the greatest number of Scouts ever assembled for a single function.

Raymond Orteig, donor of the \$25,000 prize won by Col. Charles A. Lindbergh by his flight to Paris, arriving on the Mauretania today, said nothing in his life had given him so much happiness as the exploit of "this remarkable boy."

By inspiring the flight, Mr. Orteig said he was satisfied that he had achieved a life-long ambition "to do one really big thing."

"No other winner," he said, "would have pleased me more than Lindbergh. He has the touch of a diplomat, he would have met every situation, at any time, without advice from any one. He is a real genius type. What amazes me is that he possesses all the qualities of perfection."

Mr. Orteig hurried back to New York to present the \$25,000 check to Col. Lindbergh at a luncheon at the Hotel Brevoort next week. Mr. Orteig is the owner of the hotel.

To Use Famous Plane.
(By the Associated Press.)

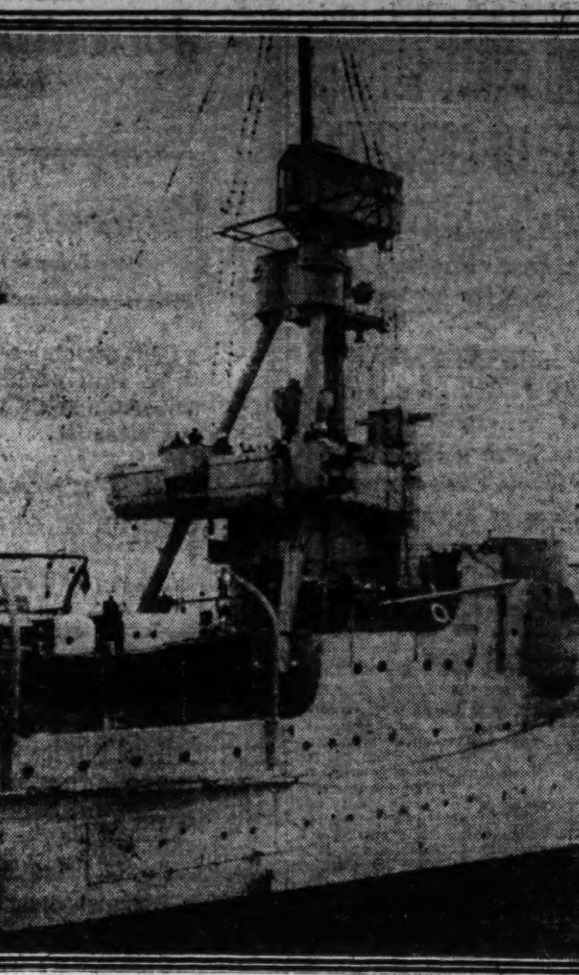
The Army amphibian plane San Francisco, of Pan-American good will flight fame is being readied at Bolling Field here to transport Col. Charles A. Lindbergh to New York Monday.

The plane was brought here several days ago from Mitchell Field where it had been reconducted and fitted with new wings. It was flown here by Capt. I. C. Baker, who with Lieut. M. S. Fairchild piloted it on the flight through Latin-American countries.

It is considered probable that if the San Francisco is used by Lindbergh, Capt. Baker will be accorded the honor of accompanying the transatlantic flier in case he decides to be at the controls.

Army air officials, however, were without official information tonight as to Lindbergh's plans for his trip to New York.

ON BOARD THE LINDBERGH SHIP



Close-up view of the turret of the U. S. S. Memphis as she approached the entrance to Chesapeake Bay yesterday afternoon. Col. Charles A. Lindbergh is one of the figures shown on the center turret of the ship.

AIRPLANES IN V FORMATION GREET LINDBERGH FAR AT SEA

CONTINUED FROM PAGE 1.

Their engines throttled down low. Then they skirted away in great glee, off into the grayish blue haze of it all. If this plane goes much farther over yonder in the direction of the ebbing sun it is a mirage, where the earth and the sea come together. Seemingly, it can't be very far over there to the horizon.

Now the Memphis and the four destroyers escorting it, forming three lines, are nothing more than little kiddy boats, describing three bluish white streams on the sea, and then they take on something like their real proportions as the plane sweeps down.

There are identities aboard the ships, now, blue jackets and officers and civilians, hanging leisurely about the rail. Up another 1,000 feet and it seems as if they had all abandoned the ship.

But let us get back to the time we met this flotilla about 30 minutes ago. Sixteen airplanes took off from the naval operating base, big bombers, commander-looking things on their dry-dock wheels, but as graceful as the Memphis, as so, to speak, and sort of bow and then run off gleefully toward the setting sun. It's a sun that gives glimpses of itself only occasionally, for the clouds are parading in the sky today.

Fantastic Reception Committee.
Thus we form the most fantastic reception committee with which this reporter has ever had to do. We are without top hats or formal uniforms, and many of us are in civilian clothes, but we are all of us, in one way or another, trying to get in.

It is a plucky set to the extent that these enlisted men's jackets and a piece of canvas are under him. But is not a handsome, and the reporter, riding up in front and the rear, seated on a plush seat in the rear.

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AMERICANS ATTED DINNER FOR FLIERS AT CLUB IN BERLIN

U. S. Citizens in Germany and
From Other European
Lands at Affair.

CITY EXTENDS HONORS
AT RATHHAUS LUNCH

Chamberlin and Levine Visit
Three Airplane Factories
to Inspect Types.

Berlin, June 10 (By A. P.).—Clarence D. Chamberlin and Charles A. Levine, American transatlantic fliers, tonight were the guests of honor at a real American party, after a well-earned day of honors and ceremonies.

Tonight's dinner dance given by the American Club at the Hotel Adlon proved a magnet for all the Americans in Germany and the German-American community. The fliers were the guests of honor at a real American party, after a well-earned day of honors and ceremonies.

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ST. PAUL'S GRADUATION CELEBRATED IN CHURCH

Students, Receiving Diplomas,
Advised to Pattern After
Late Pastor.

MANY PRIZES AWARDED

Graduating exercises were held in St. Paul's Catholic Church last night for the pupils of the parochial school. The student body received the graduating class to the church. After the students had filled the church with the strains of their patronal hymn they were addressed by the Rev. Leo J. Fealy, acting pastor of the church. Father Fealy mentioned the recent death of the pastor, the Rev. Thomas E. McGuigan, and commended the children to pattern their lives after the late pastor.

Diplomas were presented after the sermon, as well as awards for excellence in scholastic and attendance. The services closed with benediction.

Diplomas were awarded to Richard Finnin, John Crown, John McEneaney, William Hume, Frederick Goodie, Albert Gonnier, Robert Foley, Charles Werden, William Hume, Harry Rheims, Denis O'Connell, Daniel O'Connor, Thomas O'Connell, James Moran, John Wilson, John Beale, James Hannon, Charles Hayden, Thomas McKeever, Virginia McKeever, Mary Margaret Collins, Eleanor Sprague, Alice McEneaney, Margaret Collins, Clara Fiore, Christine Le Carpenter, Mary Katherine McDonough, Kathryn Beck, Marian Kerkel, Max Truin, Helen Hill, Mario O'Connell.

The Croen prize for excellence in the course in religion was awarded to Mary Thompson. The Macdon prize was awarded to Helen Crogan, who won school representation in the District of Columbia. The Crogan prize was awarded to Helen Crogan, who won school representation in the District of Columbia.

Prizes for perfect attendance were given Arthur Harvey, Martin McEneaney, Elizabeth Beale, Genevieve O'Boyle, Mary Margaret Collins, Sara McGrann, Marie O'Connell, Lois Wildman, Richard Finnin, William Hunt, Mary Fraley, Dorothy Hale, Louise Shea, Ann Weaver, Nicholas Pedone, Helen Morley, John Crogan, Mildred Weng, Virginia Rosenberg, Helen Beck, Marian Kerkel, Mary Jane Crogan, Yvonne Goff, John Crogan.

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California
 San Francisco, Los Angeles, Yosemite, Big Trees, Beaches, Missions, movie cities. Five fine trains daily.

Colorado
 Rocky Mountain National Park, 800 peaks over 2 miles high. Three fine trains daily including the deluxe Columbine.

"Most Sublime of All Earthly Scenes"

Grand Canyon National Park

So world travelers say of this colossal chasm, more than a mile deep, more than two hundred miles long, and twelve miles wide, filled with magnificent rock temples aflame with changing colors. See it this summer from the lofty North Rim, reached through the enchanting Kaibab National Forest with its thousands of deer, by a 5-day all-expense Overland Route motor bus tour that also includes

**Zion National Park
 Bryce Canyon—Cedar Breaks—Kaibab Forest
 Prismatic Plains**

The greatest scenic combination tour in America. Easy to reach. Through Pullmans to Cedar City, Utah, the gateway. Comfortable lodges.

Now in Service

LOW SUMMER FARES to All the West

Many Fine Fast Trains Daily from CHICAGO

Let our travel experts, who have visited these western wonderlands, tell you how, at surprisingly low cost, you can visit one or as many as you choose on one C. & N. W.-U. P. tour.

Attractive fares for combination Zion-Grand Canyon-Yellowstone tours.

Pacific Northwest and Alaska
 3 fine trains daily, 200 miles thru the Columbia River Gorge.

Yellowstone
 Through Pullmans via West Yellowstone, only rail entrance on Park boundary. Geysers, colorful canyons, waterfalls, wild animals. Colorado, Ogden, Salt Lake City, en route without additional expense.

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Address C. & N. W.-U. P. Line 800 Commercial Trust Bldg. or 15th and Market Sts. Philadelphia	1061 214 Pennsylvania Bldg. 18th and Chestnut Sts. Philadelphia
Please send me information and booklet on Zion-Grand Canyon National Parks <input type="checkbox"/> Yellowstone <input type="checkbox"/> Colorado <input type="checkbox"/> California <input type="checkbox"/> Pacific Northwest and Alaska <input type="checkbox"/> Dude Ranches <input type="checkbox"/>	
Name.....
Address.....
City.....	State.....

THE

OVERLAND ROUTE

Jelleff's
A FASHION INSTITUTION
2150 K Street, N.W.

This Store Closes at
12:30 Today

—So that we may all go out
and pay tribute to

Colonel Lindbergh



Until 12:30

—Your coat, your frock, your hat,
big or small—whatever you need to
make you look your best—here!

WEAR "Plane" Grey—the new
shade in Gold Stripe Silk
Stockings, silk to the top. America's
premier silk stocking, \$1.95 a pair.
Only at Jelleff's!

FOUR-IN-HANDS
Crepe Biarritz, luxuri-
ous French silk-lined
Ties.
Four Dollars.
Goldheim's
ATTENTION GENTLEMEN
1409 H STREET

**HOTEL
ROOSEVELT**
Sixteenth St. at V and W
Announcing
We now have
a few
Housekeeping Suites
at
Reasonable Rentals
**WARDMAN
MANAGEMENT**
Phone North 9080

PALMER'S
Purity Products
Always Touch
the Spot
Famous for over 84
years, these QUALITY
beverages add the fine
touch necessary to the
success of any social
occasion. Serve them
with your regular
meals. Give the host-
ess the BEST because
they're PURE!
Ginger-Ale,
Sarsaparilla,
Lemonade,
Root Beer,
Cherry Smash,
Lime,
Lemon Soda,
Orange Soda,
Peach Soda,
Cream Soda,
Strawberry Soda
Sam C. Palmer & Co.
Incorporated
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UNFURNISHED	1 room and bath	\$40 monthly
	1 room, kitchen & bath	\$50 monthly
FURNISHED	1 room, kitchen and bath	\$75 monthly
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(Full Hotel Service Available at Moderate Cost)

—Table d'Hôte—

Breakfast (week days, 7 to 9:30)	35c and 50c
Breakfast (Sundays, 7 to 10:30)	40c and 55c
Dinner (week days, 6 to 8 p. m.)	75c and \$1.00
Dinner (Sundays, 2 to 6 p. m.)	\$1.00 and \$1.25
Monthly rate, breakfast and dinner, daily and Sundays	\$37.50

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CAPITAL SOCIETY EVENTS

The President and Mrs. Coolidge have as their guest Mr. Dwight Morrow, who arrived from New York yesterday. The former American Ambassador to Great Britain, Col. George Harvey, who passed a few days at the White House, departed yesterday.

The American Ambassador to Great Britain, Mr. Alanson B. Houghton, who has been the guest of Mr. and Mrs. John W. Dwight for the last week, departed last night.

The Ambassador of Japan and Mme. Matsudaira and their two elder daughters will return today from Boston.

Senora Carmen de Padilla, wife of the Ambassador of Spain, who has been in Philadelphia, is expected to return today or tomorrow.

The Ambassador of Cuba, Senor Don Orestes Ferrera, accompanied by his guest, Prince Francisco Rospigliosi, will depart tomorrow for New York. Senora de Ferrera, who has been visiting in Boston, will join the Ambassador there. They expect to return about Wednesday.

The Minister of Persia, Mirza Davoud Khan Murtah, is expected to return today from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson room of The Mayflower by Mr. Case S. Howard for the Canadian Bank of Commerce. Others present were the First Secretaries of the Canadian Legation, Mr. Laurent Beaudry and Mr. Hume Wrong; the Commercial Secretary and Mrs. Marchant Mahoney, and the Third Secretary, Mr. T. A. Stone, and his sister, Miss Elizabeth Stone, of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were Mr. Howard's guests.

Hosts at Dinner.

The Mexican Minister to Brazil and Mrs. F. Herman Gade entertained last evening at dinner at the Mayflower. Their guests were Vice Admiral John A. Wiley, Col. and Mrs. Robert G. Gendinning of Chestnut Hill, Pa.; Mrs. Edward Carpenter, wife of Col. Carpenter, and Maj. and Mrs. Langley Whitely.

Maj. Gen. C. E. C. G. Charlton departed for New York Thursday evening and called for England last night. The newly appointed military attaché, Col. Pope-Hennessy, arrived Monday.

Mr. Robert Silvercruys, counselor of the Belgian Embassy, returned Thursday from Houston, Tex.

The newly appointed financial attaché of the Brazilian Embassy, Senor Don Mourao Lobato, arrived yesterday with his family.

The Counselor of the German Embassy and Mme. Kiep will entertain at a luncheon today at the Wardman Park Hotel.

Mr. Jan Stallinski, Second Secretary of the Legation of Poland, entertained last evening at luncheon at the Congressional Country Club.

The newly appointed Naval Attaché from the United States to Argentina and Mrs. C. L. Arnold will be guests at the Mayflower tonight when they will depart for New York and on June 18 will sail for Buenos Aires.

The Secretary of Agriculture and Mrs. William Jardine have issued invitations to a reception in honor of the delegates to the first annual conference of Soil Science. The reception will be held Tuesday evening at 9:30 o'clock at the Pan American Union.

The Assistant Secretary of State, Mr. Wilbur J. Carr, and Mrs. Carr departed yesterday for Michigan. Mr. Carr will receive the degree of doctor of laws from the Hillelde College of Michigan. They will return the middle of next week.

Off to Berkshires.

Senator and Mrs. William H. King departed yesterday morning for the Berkshires. They will pass the summer at Williamstown, on the estate of August Belmont, Glendbrook Farm, which they have leased for the season.

The Director General of the Pan-American Union, Dr. L. S. Rowe, entertained at luncheon yesterday at the Pan-American Annex in honor of the Minister of Foreign Affairs of Panama, Senor Dr. Horacio F. Alfaro.

The other guests were the Minister of Panama, Senor Dr. Ricardo J. Alfaro; the undersecretary of agriculture of Salvador, Senor Dr. Gabino Mata; the Undersecretary of State, Mr. Joseph C. Crew; Assistant Secretary of State Col. Robert E. Olds; Assistant Secretary of State Mr. Francis White and Mr. Stokely W. Morgan, chief of the Latin-American division of the Department of State.

Senor Don Juan B. Chevalier, Secretary of the Legation of Panama; Dr. James Brown Scott, delegate of the United States to the International Commission of Jurists; Dr. Jorge E. Boyd, former attorney general of Panama; Mr. Henry Munroe Campbell, secretary of the delegation of the United States to the International Commission of Ju-

rists; Mr. William Jennings Price, former American Minister to Panama, and Dr. Esteban Otilio Borges, assistant Director of the Pan-American Union.

Senator David I. Walsh, of Massachusetts, is at The Mayflower. The former Secretary of the Navy Mr. Josephus Daniels, also is at the Mayflower.

Maj. Gen. Creed C. Hammond, chief of the Militia Bureau, War Department, will depart today for an inspection trip of National Guard camps through the Northwest to the Pacific, thence down the coast and back via the Southwest and the South, covering a period of about six weeks. Mrs. Hammond will pass the summer in Oregon.

Miss Beatrice Pitney will sail today on the Leviathan to take up her work at the Geneva School of International Study.

Her mother, Mrs. Mahlon Pitney, will join her later.

Miss Louise Frelinghuysen Henry, of New York, is the guest of her aunt, Mrs. John J. Hemphill, at the Connecticut.

Former Interstate Commerce Commissioner and Mrs. Mark Potter, of New York, are the guests of Mr. and Mrs. William G. Wheeler at the Wardman Park Hotel.

Representative Martin L. Davey, of Ohio, was host at luncheon yesterday at the Willard.

Mrs. W. H. Conner and Mrs. A. G. Lewis also had guests for luncheon yesterday at the Willard.

Bradleys in Newport.

Mr. and Mrs. Edson Bradley are in Newport, where they have opened their home, Seaview Terrace.

Commander and Mrs. K. L. Hill entertained at bridge last evening at their home in honor of Miss Gerry Morgan, daughter of Dr. and Mrs. William Gerry Morgan, and her fiancé, Lieut. Charles Wellborn, Jr., whose wedding will take place Wednesday.

The other guests were Lieut. Comdr. and Mrs. O. B. Hardison, brother-in-law and sister of the bride; Mrs. Felix B. Stump, sister of the bride; Mrs. Campbell Cleave, Miss Marjorie Finkle, of Salt Lake City; Miss Dorothy Wallborn, Los Angeles; Miss Ruth Stoddard, Miss Diana Cumming, Lieut. Robert E. Robinson, Fred, Stanley, Price, Lieut. David A. Heffernan, Lieut. Comdr. Wulfrich and Lieut. Comdr. V. B. Ragsdale.

Mr. E. T. Stotesbury, of Philadelphia, is at the Willard.

Miss Violet Spencer was the guest of honor last evening when Mrs. Benjamin H. Warder entertained at dinner at Grasslands. Yesterday afternoon Miss Spencer and her fiancé were entertained at a tea for the members of their wedding party by Mr. Winant P. Johnston.

Miss Spencer, who is the daughter of Mr. and Mrs. Henry Benard, will be married this afternoon to Mr. Benjamin Warder Thoron, son of Mr. Harry Leonard.

Mr. and Mrs. Garrison McClinch will entertain tomorrow for the members of the wedding party and those of the out-of-town guests who have remained for the week-end.

Mrs. James Franklin Bell, widow of Maj. Gen. Bell, will depart to night for Coronado, Calif. Mrs. Bell expects to return last of September.

Mrs. Henry W. Fitch has departed for Overbrook, Pa. Later she will go to Vineyard Haven for the remainder of the summer.

Mrs. Charles Broughton Wood, who has been at Hot Springs in Virginia, has returned.

Mr. and Mrs. Stanley Carr, who departed Wednesday for Hot Springs, Va., will go to New York the first of the week where they will be at the Chatham Hotel for some time.

At Home Tomorrow.

Mrs. Frank B. Freyer will be at home tomorrow afternoon from 4 until 7 o'clock.

Mr. Vincent Richards, internationally known tennis player, is at the Willard, where he expects to pass several days before returning to his home in New York.

Mr. and Mrs. Richard H. Templeton, Jr., of Buffalo, N. Y., also arrived yesterday at the Willard. They were accompanied by their two children.

Col. and Mrs. Edward Clifford have their guests Dr. and Mrs. George F. Barry, of Evanston, Ill.

Miss Helen E. Clifford, daughter of Col. and Mrs. Edward Clifford, is visiting with friends at West Point, while attending the graduation festivities at the Military Academy.

Mr. and Mrs. Thomas Randolph Perkins entertained last evening at dinner in honor of Miss Elizabeth Settle Boyd and Mr. Rocco Fanelli, whose wedding will take place today.

Their other guests were Mrs. Joseph Fanelli, mother of the bridegroom; Miss Virginia Fanelli, sister of the bridegroom; Mr. and Mrs. Samuel Hill Boyd, parents of the bride; Mr. and Mrs. Seton Brown, Jr.; Mr. Samuel Boyd; Mr. Thomas Settle, of Philadelphia, who will be maid of honor for Miss Boyd.

Maj. Kenneth M. Halpine, who motored from Fort Benning, Ga., is the guest of Capt. and Mrs. E. J. Dorn for a few days.

Mrs. J. D. Young has returned after passing the winter in the South. Mr. and Mrs. Richard E. Tome, of Baltimore, are Mrs. Young's guests for the week-end.

Chicago's Mayor Here.

The Mayor of Chicago and Mrs. William Hale Thompson are guests at the Mayflower.

Mrs. Duncan Curry, accompanied by her cousin, Miss Elizabeth Atkinson, and Dr. and Mrs. J. B. Catlett, both of Staunton, Va., are at the Wardman Park Hotel. Mrs. Curry will return to her estate, Oakdale, near Staunton, early next week.

Mr. and Mrs. Carter F. Sommers, of

San Antonio, Tex., also are at the Wardman Park Hotel for the week-end.

Maj. E. H. Watson had a company of 60 at a dinner party at the Congressional Country Club Thursday night.

Mrs. Elson Tyner had guests lunching with her informally at the Mayflower yesterday.

Miss Norvell Munford has returned from Hampton Roads, where she was the guest of her brother-in-law and sister, Commander and Mrs. A. Toutant Beauregard.

Capt. and Mrs. Leithbridge-Abell, of Great Britain, who will pass a year touring the United States and Canada, are now at the Mayflower for several weeks. They will pass the summer in Canada and the Northern and New England States in the autumn, will depart for the Pacific Coast, returning East by way of Texas and Louisiana.

Capt. Leithbridge-Abell, formerly a member of the Seventh Hussars, served throughout the World War with the British reserve Cavalry.

Mr. and Mrs. S. L. Tabor entertained at dinner Thursday evening at the Congressional Country Club. They had 38 guests.

Mrs. M. de Clare Berry sailed yesterday from Canada for England to pass the greater part of the summer.

Mrs. Matthew A. Cross entertained at luncheon at the St. Mark's Club on Thursday.

Luncheon Hostess.

Mrs. Alexander L. Oatman, of Nassau, Bahamas Islands, was hostess at luncheon on Thursday at the Club St. Mark's.

SODALITIES TO HOLD REUNION TOMORROW

Archbishop of Curley to Pre-side at Exercises at Catholic University Shrine.

The semiannual reunion of the Sodality of the Blessed Virgin of the District of Columbia will be held in the crypt of the National Shrine of the Immaculate Conception on the campus of Catholic University tomorrow afternoon at 4 o'clock.

The Most Rev. Michael J. Curley, Archbishop of Baltimore, will preside at the exercises and will have as deacons of honor the Rev. William J. Carroll, pastor of the church of the Assumption, and the Rev. Leo J. Fealy, spiritual director of the Sodality Union.

The Rev. John M. McNamara, pastor of St. Ambrose Church, will preside. The Rt. Rev. Thomas J. Shahan, rector of the Catholic University of America, will be celebrant at benediction.

The Rev. Bernard A. McKenna, director of the National Shrine of the Immaculate Conception, will be master of ceremonies. The choir of St. Vincent's Home and School, directed by Miss Mary Devlin, will furnish the music.

Dr. Work Tells Club Of Hawaiian Islands

The Secretary of Interior, Dr. Hubert Work, who is the guest and principal speaker at the luncheon meeting of the Washington Round Table Club yesterday, in the University Club, Secretary Work's address dealt with his recent trip to the Hawaiian Islands and of the history of the islands.

Dr. Everett M. Ellison, president, appointed Nathaniel K. Gardner and Fred E. Spicer as a nominating committee to choose delegates, who will attend the organization's national convention in Dallas, Tex., September 14 to 17.

F. S. Kiner Will Head Realty Loan Agency

Frank S. Kiner, assistant manager and cashier of the Washington Real Estate Loan Agency of the Massachusetts Mutual Life Insurance Co., has been promoted to the position of manager in the mortgage loan department of that company and transferred to Louisville, Ky., where he will assume his duties on June 13, it was announced yesterday.

Mr. Kiner is a graduate of George Washington University and a member of the District bar. The Louisville loan agency embraces territory covering Kentucky, southern Ohio and western Tennessee. Mr. Kiner succeeds Capt. Bert Mount, recently transferred to the company's Cleveland loan agency. Mr. Kiner will be succeeded as cashier by Louis F. Turner, a graduate of Georgetown University and a resident of Washington.

GRADE PUPILS ENACT LINDBERGH EPISODES

"A Knight of Today" Presented Before Student Body of Grant School.

Seven dramatic episodes in the life of Col. Charles A. Lindbergh were enacted yesterday by fourth grade pupils of the Grant School in honor of the famous flyer. The drama was entitled "A Knight of Today," and was presented before the entire student body at the morning assembly.

The episodes included the take-off at New York, the ovation in Paris at Le Bourget Field, the visit of Lindbergh to Madame Nungesser's balcony scene at the American Embassy, the decoration by King Albert of Belgium, and the reception in Washington by President Coolidge.

Those who took part included Leonard Smith, as Col. Lindbergh; Mary Elizabeth McDowell, as Mrs. Lindbergh; George Viguer, as Ambassador Herrick; Hazel Smallwood, as Mme. Nungesser; Francis Osgood, as King Albert; Adele White, as Queen Elizabeth; Ralph Shumaker, as President Coolidge, and Shirley Peters as Mrs. Coolidge. An original poem dedicated to the flyer was recited by Blanche Ebert. An accurate model of the famous plane, Spirit of St. Louis, contributed by Jesse Smith, father of Leonard Smith, was a special feature of the program.

TODAY'S HAPPENINGS

Benefit ball—For Mississippi flood sufferers by Beta chapter, Delta Delta Phi sorority, Mayflower hotel, 10 o'clock.

Dance—City Club at Beaver Dam Country Club, 10 o'clock.

Festival—All Soul's Church, Sixteenth and Harvard streets northwest, 8 o'clock.

Patriotic service—Washington Hebrew congregation, 10:30 o'clock.

Outing—University of Pennsylvania Club of the District, Sidwell's suburban school, 3501 Wisconsin avenue northwest, 9 o'clock.



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Welcome—Lindbergh!

Today all America welcomes Col. Charles A. Lindbergh.

His flight from New York to Paris will stand through all time as the greatest one-man feat in the history of aviation.

He led the way. He proved it could be done. His are the pioneer's laurels.

We, the Vacuum Oil Company, are proud indeed that Captain Lindbergh placed his entire lubricating problem in our hands.

Gargoyle Mobiloil "B" lubricated the single Wright engine of his Ryan plane—from San Diego to New York and then from New York to Paris. Think of it! Over 6,000 miles of flying.

The record of "First" in the history of Mobiloil has long been unequalled in lubricating records. It includes:

First to the North Pole—Mobiloil lubricated Commander Byrd's engines when he flew to the North Pole.

First across the U. S. A. in 24 hours—Mobiloil lubricated Lieutenant Maughan's plane in his famous Dawn-to-Dusk Flight from coast to coast.

First around the World—Mobiloil lubricated the engines of the U. S. Army Round-the-World Fliers when they circumnavigated the globe in 1924.

First across the Sahara Desert—Mobiloil was used in the Citroen trip across the Sahara when motor vehicles triumphed over the treacherous sands and blazing heat of equatorial Africa.

In every one of these events regular "stock" Mobiloil was used—the same Mobiloil which you can buy from Mobiloil dealers on every highway.

When you follow the Mobiloil Chart you use the only oil which is approved by 182 manufacturers of automobiles and motor-trucks.

You depend on the oil which is used by more automobile engineers than any three other oils combined. You secure the engineering margin of safety so necessary to economical operation and low repair bills.

Don't say merely, "Give me a quart of oil." Ask your dealer for Mobiloil and specify the grade your car requires.



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FEDERAL AVENUE AT SEVENTH

THIRD U. S. FORCE OFF FROM MANILA FOR CHINESE DUTY

Natives to Fire on British
Planes, Warning of Gen.
Pei at Shanghai.

ANTIFOREIGN FEELING AGAIN IS RIFE IN KANSU

50 Americans, British and
Scandinavians Escape on
Yellow River to Peking.

Manila, June 10 (By A. P.).—The
third American expeditionary force to
China, consisting of 1,150 marines, 50
trucks, 25 tanks and an aviation unit,
sailed for Shanghai today from Olong-
apo. It is due in Shanghai next Mon-
day. Col. H. C. Davis commands the force.

Shanghai, June 10 (By A. P.).—Gen.
Pei Ching-Hai, commander of the
Chinese Nationalist forces here, has is-
sued a warning that his troops may
fire on British planes which fly over
Chinese territory.

Gen. Pei Ching-Hai has written a let-
ter to the local commissioner of foreign
affairs of the Nationalists, asking him
to protest to the British consul against
such flights over Chinese territory.

"If further flights occur," the letter
says, "I will order my men to fire, and
in the event of anything untoward tak-
ing place, we certainly can not be
blamed."

Removal of all barbed wire barricades
inside the international settlement of
Shanghai has been started in accord-
ance with a resolution passed at a
meeting of the Shanghai Municipal
Council. This will not affect the outer
barriers.

The internal barriers of the French
concession also are being gradually re-
moved.

Antiforeign Feeling Rife.
Peking, June 10 (By A. P.).—Fifty
American, British and Scandinavian
missionaries arrived in Peking today
after a difficult and tiring day's flight
from distant Kansu province, where
they report anti-Christian and anti-
foreign feeling is rife. They were
ordered from the consular by the
Chinese.

The greater part of the journey, on
the Yellow River, from Lanchow, capital
of Kansu, to Peking, was made on
goatskin rafts. From Peking they
traveled by railroad to Peking.

Dr. George E. King, a Britisher, leader
of the party, was drowned in the
rapids of the Yellow River 200 miles
west of Peking, when he attempted to
cross a crowded raft with his wife and
two children saw him carried away by
the current. The body was not recovered.

Although most of the traveling was
done at night to avoid bandits, the
party was frequently held up and
robbed.

Tientsin, China, June 10 (By A. P.).
The second battalion of the British
border regiment here today
strengthened the forces being gath-
ered for the protection of the foreign
population. Crowds of Chinese gathered
to watch the soldiers as they marched
to the quarters in the British conces-
sion.

Chang Seeks Settlement.
London, June 10 (By A. P.).—Marshall
Chang Tse-lin, Manchurian war lord,
is quoted by the Peking correspondent
of the Daily Express as saying in an
interview that there must be an agree-
ment between the north and the south
"for the sake of peace in China, which
must come soon." He was not com-
pletely convinced, however, respecting
the attitude of the southerners.

Chang expressed regret that foreign
troops were coming to China, be-
cause, he said, it showed the powers
distrusted him, for which there was
no ground. He again told of his old
wish that the powers would help him
suggesting that Great Britain, the
United States and Japan blockade the
Yangtze River and assist him militarily,
diplomatically and politically
by applying pressure on the Rus-
sians on the northern borders.

Chang reiterated his unalterable hos-
tility to bolshevism and communism,
declaring: "I will never leave Peking
alive while there is a Communist any-
where in control of affairs in China.
I have received many tempting ad-
vances from southern leaders, including
Chiang Kai Shek. (Chiang is general
issimo of the Nationalist or moderate
Nationalists.)"

Must Get Rid of Russians.
"I believe Chiang Kai Shek is op-
posed to bolshevism, but I am not com-
pletely convinced. To prove his sin-
cerity he must get rid of those Rus-
sians around him."

"Even then there are difficulties, be-
cause one of Chang's terms of settle-
ment is that I disown Gen. Chang
Chung Chang (civil governor of Shan-
tung), and this I will never do."

"I am prepared to embrace the prin-
ciples of Sun Yat-sen, the late Chi-
nese republican leader, but I am not
sure whether the Kuomintang (National-
ist) flag is the banner of Sun Yat-
sen or a symbol of communism."

**POINCARÉ WINS VOTE
ON RED REPRESSION**

Even Radical Deputies Face
Drastic Curb; Plan for
Match Trust Lost.

Paris, June 10 (By A. P.).—Premier
Poincaré won a vote of confidence in
the Chamber of Deputies, 370 to 148,
today on the government's program of
stern repression of radical activities
in France.

Minister of Justice Barthou, on be-
half of the government, pledged rigoro-
us prosecution, even when parties
guilty of red activities are deputies.

The premier, however, earlier in the
day, lost his parliamentary fight to put
France's match monopoly on a profit-
able business basis when the Chamber
of Deputies, after a week's debate, re-
jected the proposed long term conces-
sion to the Svenska Corporation of
Sweden. The vote was 280 to 244.

The defeat, although regarded as
politically significant, does not involve
the life of the government, as the pre-
mier repeatedly refused to make the
question one of confidence. He had
served notice on the chamber, how-
ever, that rejection of the proposal
would seriously impede his efforts to
ward financial rehabilitation. Poincaré
waged a hard battle, attending every
minute of the long debate.

Ohio Electrocutes Two Slayers.
Columbus, Ohio, June 10 (By A. P.).
John Hickman and George Vargo, con-
victed murderers, were electrocuted to-
night in the Ohio penitentiary. Hick-
man died at 9:07 p. m. and Vargo at
9:17. Neither faltered as he approached
the chair.

CAPITAL READY TO GREET TRANSATLANTIC FLIER TODAY

CONTINUED FROM PAGE 1.

ing through today, according to the
Weather Bureau, which forecasts cloudy
weather. It will be somewhat cooler,
however, than yesterday. Tomorrow,
according to the bureau, will be fair.

Contact with the Memphis and her
nationally precious cargo was estab-
lished early yesterday when the ship
was still scores of miles off the coast.

By the time she had arrived off the
historic capes of Virginia she was
escorted by a flotilla of sea craft and
by a huge squadron of airplanes. These
will have her in charge on her passage
through the Chesapeake Bay and up the
Potomac River to the navy yard.

At daybreak the Memphis will be
making her way up the narrow chan-
nel of the Potomac, while squadrons of
smaller craft will dart under her bows,
and nearly 100 airplanes will zoom and
dash above her decks in honor to the
man who left America one Friday
morning, virtually unknown, and ar-
rived in Paris the following Sunday to
find himself the idol of the world.

Memphis Due at 11 o'clock.
Col. Lindbergh, aboard the cruiser,
will arrive off the navy yard promptly at
11 o'clock. Because of the signal honor
paid him by the United States Govern-
ment in placing at his disposal the flag-
ship of the American fleet in European
waters, it will probably take a quarter
of an hour to dock the Memphis.

Rarely has a ship of the size of the
Memphis attempted to negotiate the
narrow channel of the Potomac, and
seldom have officials at the navy yard
been called upon to dock such a large
craft here.

In order to insure the greatest fa-
cility in maneuvering the ship both up
the river and at the docks, rigid regu-
lations have been placed in force to
keep off craft at a safe distance.

As the District worked at an intense
pace yesterday and last night to put
the finishing touches on its entertain-
ment for the hero, it was under the
current of fear ran through the activi-
ties of the residents of the city and
the enthusiasm of the thousands of vis-
itors might overcome them, and lead-
ing them into wild demonstrations
would mar the event and pose a black
mark against the reputation of a city
noted throughout the world for its
ability to receive happily, but with due
propriety, all its guests.

As military and police authorities
worked out the final details of their
task of guarding the hero, they did it
with a great deal of discretion, and the
gayety with which the laymen of the
city went about their plans. The
public is making its preparations with
joy and interest, and the city is ap-
proached only once in the history of
the city when it went wild to cele-
brate the signing of the armistice which
brought to a close the World War.

The authorities let nature take its
course, and the celebration was un-
derlined.

Hero to Be Protected.
Today, however, there is a national
hero to be protected—to be protected
from the overwhelming plaudits of an
admirable crowd of people. The serious-
ness of the task is recognized, and the
military and police officials were confident
last night that with the customary
good sense of the people of Washington,
and the combined efforts of the police
and soldiers, they would be able to
avoid the discomforts to which Col.
Lindbergh was subjected on his visits
to Paris, Brussels and London.

The citizens reception committee yes-
terday completed its plans for the en-
tire visit of Col. Lindbergh to this city,
and despite the fact that hundreds of
invitations to the flier had to be de-
clined, the two days which he will
spend here will be filled to repletion.
With members of the committee still
seeking to insert hurried engagements
into the program as it winds through
its course.

The committee has decreed that
Lindbergh's first hour in touch with
immediately it is moored to the dock at
American soil will be spent with his
mother. She will board the Memphis
the navy yard and will remain with
her son for approximately three-quarters
of an hour, during which they will
have luncheon in the quarters which
Col. Lindbergh has occupied on his
trip back over the waters which he, as
all men, was the first to cross in a
nonstop airplane flight.

Hammond to Welcome Flier.
Col. Lindbergh will disembark from
the Memphis promptly at 12 o'clock
noon, accompanied by his mother. At
the gangplank, when he first steps foot
ashore, he will be received by John
Hayes Hammond, chairman of the citi-
zens welcome committee, and the
Navy Band will play airs appropriate
to the occasion.

Mr. Hammond will be accompanied
by some 50 members of the committee,
and the committee's guests, including
some of the most famous fliers who
have ever controlled the stick which
brought fame and fortune to young
Lindbergh. Fliers on duty in and near
Washington will form a lane from the
gangplank to the gate of the navy
yard, and will stand at salute as their
heroic comrade passes through.

Postmaster General Harry New, in
whose department Lindbergh's flight
from a "dead" airplane will be pre-
sented to the flier by Mr. Hammond
and will hand him a letter. The letter
will certify the delivery to Col. Lind-
bergh of the 600,000 pieces of mail
which await him. The rest of the
mail will be beside the wharf in
three main trucks, and represents the
great outpouring of national sentiment
brought forth by Lindbergh's flight.

Col. Lindbergh and his mother, ac-
companied by Mr. Hammond, will enter
a White House automobile at the
gangplank, and surrounded by a squad
of motorcycle police, and the President's
Cavalry Troop of Cavalry from Fort Myer,
will move from the navy yard to the
Peace Monument.

Troops to Escort Autos.
Arrived at Peace Monument, the
Lindbergh car, followed by those of
the official committee, will fall in in
the rear of a military procession of
men brought in from the Army posts
and about Washington. Then will
start in truth, the procession of glory
for the 25-year-old youth.

Over the Avenue upon which have
marched all types and classes—from
victorious armies to individual heroes—
Col. Lindbergh will proceed to the
Monument Grounds. Buildings along
both sides of Pennsylvania avenue
blended with bunting and flags yes-
terday in anticipation of again look-
ing down on a national feat.

The greatest of police precautions
have been taken to protect Col. Lind-
bergh as he passes over the mile long
streets from the Capitol to the Peace
Monument. For here, it is anticipated,
the greatest concourse of people will
gather. Five hundred policemen—of
the city's entire force of about 600—
will stand at guard along the cables
which will attempt to hold the crowd
back. They will be ready for any
emergency, although ordered to be as
gentle and as fair to the crowd as
possible.

But the entire reliance of authori-
ties is not being placed in the hand-
ful of police who will have to restrain
the 600,000 residents and visitors. For
plans have been made whereby the en-
tire military procession of 2,000 men

can be formed into a square, and, if
necessary, with fixed bayonets, open a
way for the hero's carriage.

President to Await Hero.
The first ceremony of the day in hon-
oring Col. Lindbergh will take place on
the Washington Monument Grounds,
and it is expected that the procession
will reach there at 2 o'clock or shortly
before.

President Coolidge will be waiting for
Col. Lindbergh on the stand on which
the Washington Monument Grounds,
and it is expected that the procession
will reach there at 2 o'clock or shortly
before.

President Coolidge will be waiting for
Col. Lindbergh on the stand on which
the Washington Monument Grounds,
and it is expected that the procession
will reach there at 2 o'clock or shortly
before.

President Coolidge, in a brief address,
will pin upon the breast of Col. Lind-
bergh the Distinguished Flying Cross
as an emblem of the regard in which
the American people hold his work.

Symbolically, it will be the first such
award ever made under the recently
passed law of Congress. He will receive
the first cross ever struck off. The
Army's good-will flier received certifi-
cate entitling them to the decoration
some time ago.

It is expected that Col. Lindbergh
will speak briefly in reply to the Pre-
sident in acceptance of the decoration.
Ceremony Will Be Brief.

This will conclude the ceremony,
which is expected to last only about
fifteen minutes. As the flier finishes
his speech, a magnificent display of
fireworks will be started on the Mon-
ument Grounds near the stand.

It is hoped by the authorities that
while the public is watching the fire-
works they will be able to spirit Presi-
dent Coolidge and Col. Lindbergh into
an automobile and carry them to the
temporary White House.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
with his mother. The program calls
for him to be guest of honor at a Cab-
inet dinner at the temporary White
House at 7 o'clock in the evening.

This signal honor of dining with the
chiefs of the entire executive depart-
ment of the Government is rarely ac-
corded any one except visiting royalty
and will give the young hero an op-
portunity to tell the cabinet members
something about his flight.

Col. Lindbergh will have as trying a
night tonight as any which he has ex-
perienced since he became the center
of the world's adulation three weeks
ago. He will be the guest of honor at
two receptions, in addition to being the
focal point for the crowds which will
seek to catch a glimpse of him as he
passes in the street.

Two Receptions Scheduled.
Shortly before 9 o'clock Col. Lind-
bergh will leave the temporary White
House for the Willard Hotel, where he
will be the guest of the Minnesota State
Society—his native State. Several thou-
sand persons are expected to attend the
reception.

Following his presentation at the
State Society reception, Col. Lindbergh
will go to the Washington Auditorium,
where he will be the guest of honor of
the National Press Club. At this re-

STATE SENATOR SLAIN IN ROOMS OF WOMAN

A. E. Bogdon, of Colorado, Is
Killed by Husband of Client
Seeking Divorce.

WAS KU KLUX ATTORNEY

Denver, Colo., June 10 (By A. P.).—
Conviction of Joseph Minter on a
charge of first degree murder will be
sought by District Attorney Foster
Cline, he announced today, shortly
after Minter, a former telephone ex-
change manager, had confessed to kill-
ing State Senator Albert E. Bogdon last
night.

Minter told police that Bogdon was
shot in a struggle in the apartment of
Mrs. Helena E. Minter, his estranged
wife.

Bogdon, a lawyer, had been employed
by Mrs. Minter to arrange a divorce for
her. He was prominent in the legis-
lature and was a member of the Den-
ver civil service commission. He was
a leader of the Ku Klux Klan in
Colorado at the time of its rapid rise
in State affairs in 1924 and until re-
cently had been one of the national at-
torneys for the Klan.

The senator was 36 years old. Minter
is 30 and Mrs. Minter 27. A young
daughter and Mrs. Bogdon survive the
senator.

Minter said he telephoned the police
last night that another man was with
his wife. When he was informed the
police could take no action, he took
a revolver from his room and went to
Mrs. Minter's apartment crashing the
door after being denied entrance. He
declared he wanted only to confront
Bogdon and "scare him off," but Bog-
don leaped at him and they struggled
for possession of the revolver. In the
scuffle the pistol was discharged. Minter
said, Bogdon was struck by one of
four bullets fired.

A corner's inquest will be held to-
morrow morning.

Mrs. Bogdon today was dazed by the
affair. She said that if her husband
went to see Mrs. Minter for any reason
other than business "he deserved his
fate."

John Drew's Condition Unchanged.
San Francisco, June 10 (By A. P.).—
John Drew's condition was reported
unchanged at the hospital where the
actor has been confined a week with
arthritis and rheumatic fever. This
meant that he had neither rallied nor
suffered a relapse from his condition of
yesterday, which was reported dis-
tressing because complications had set in.

Effort will be made to get Col. Lin-
dbergh away from the Press Club re-
ception shortly after 11 o'clock, at which
time he will return to the White House
and retire.

While the flier is dashing through
his two receptions of the evening, an
immense night fireworks display will
be given on the Monument Grounds.
Various symbolic pieces will be
touched off, including one showing an
airplane, with the Statue of Liberty and
the Eiffel tower on either side.

ception he will receive numerous gifts
from various organizations.

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the Eiffel tower on either side.

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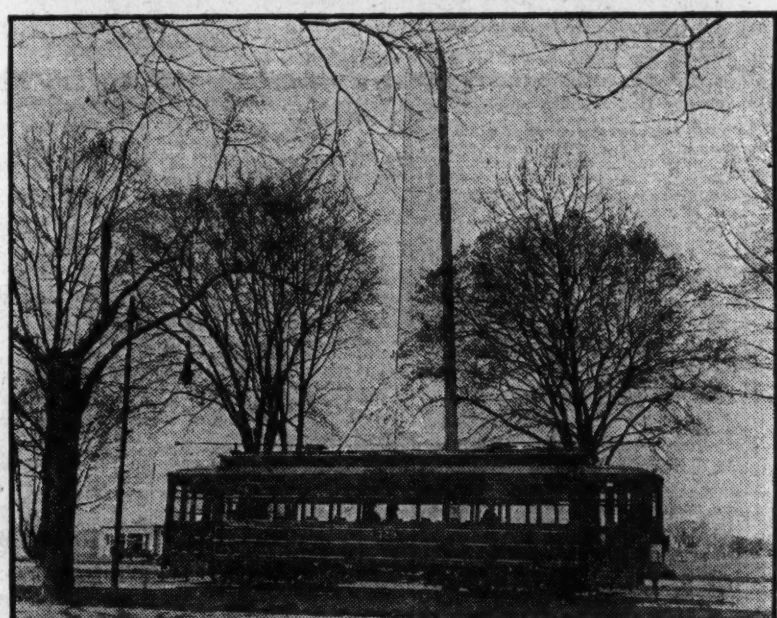
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Washington Railway & Electric Co.

COLONEL LINDBERGH RETURNS!



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His achievement is acclaimed—his courage and ability praised—his name honored—as Colonel Lindbergh is welcomed home. Justly proud of his great accomplishment, our welcome reflects the admiration and renown he has so justly earned One man's courage and ability have written a remarkable page of modern history—written a record of endurance and achievement. His daring has proclaimed to the world that today's spirit of conquest, together with modern engineering, recognizes no limits.

FRANKLIN AUTOMOBILE COMPANY SYRACUSE, NEW YORK

Throughout the Motor World

Major factors in this epoch-making flight are cited in Colonel Lindbergh's comment in the *New York Times*, "I had what I regarded as the best existing plane and I had what I regard as the best engine."

The plane was a Ryan Monoplane, equipped with a Wright "Whirlwind" Motor. It was an *air-cooled motor*—a fact of tremendous significance to every automobile owner.

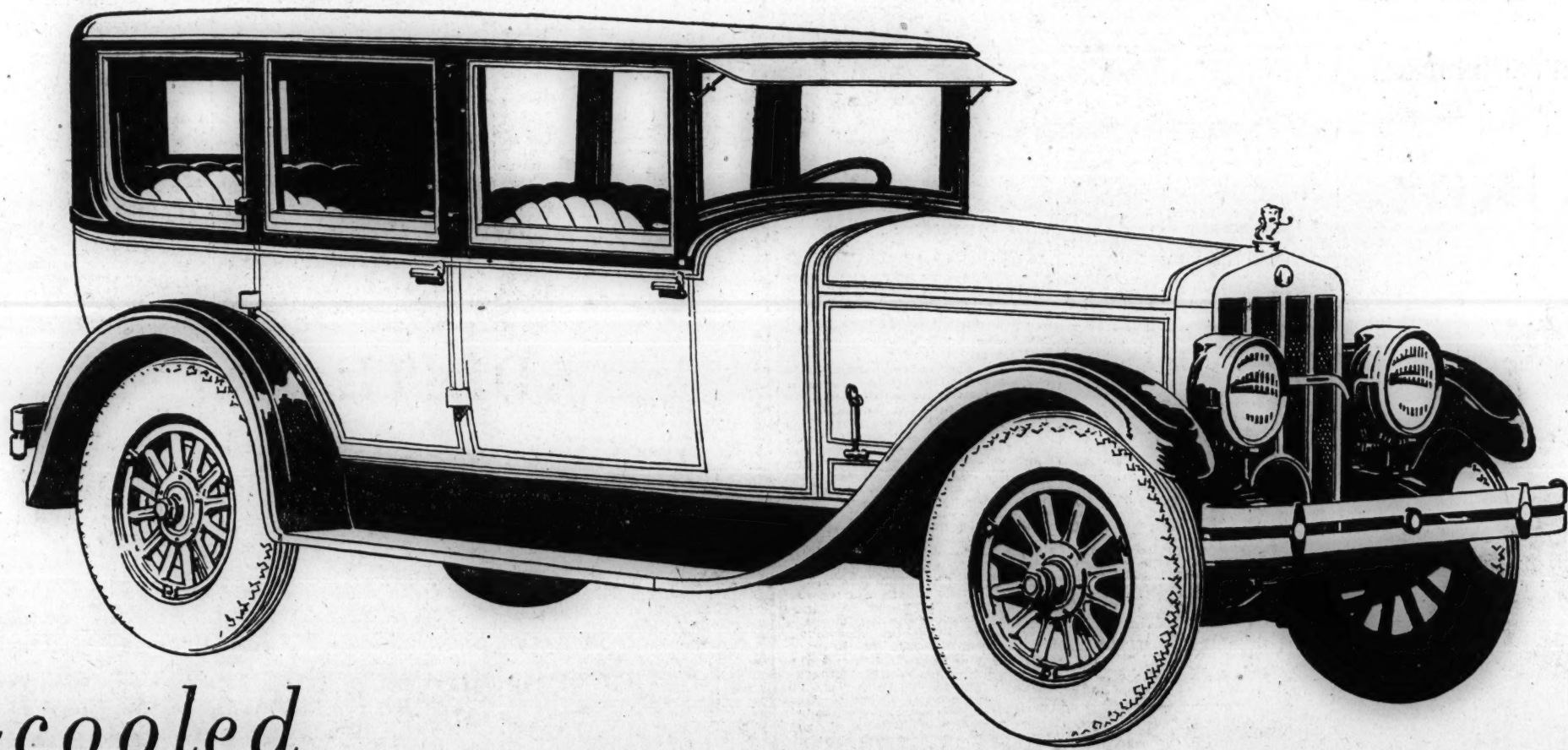
Franklin's achievement in perfecting air-cooling for the world is thus once again acclaimed. Franklin principles, advanced, tested, basically sound, have given irrefutable proof of their value.

Franklin is proud, and justly so, of this achievement of the air-cooled motor. This triumph vindicates Franklin's faith and adherence to a basically sound automotive principle.

Unswerving belief in air-cooling—over a period of 25 years—has been grounded on facts which Lindbergh's flight has so spectacularly demonstrated—that air-cooling is essential to utmost reliability, to greatest simplicity, to scientific weight saving, to attention-less and economical operation.

There are other exclusive Franklin features—just as advanced—just as correct as air-cooling—and to these Franklin adheres with the same faith, courage and sureness.

And again this faith is vindicated by the increase in Franklin's 1927 sales—the greatest rate of increase in the whole fine car group—by the enthusiastic praise of Franklin Owners and by the fact that the Franklin Owner's next car is so generally *another Franklin*.



Air-cooled



FRANKLIN



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of the Federal-American**

for five minutes and continuing to work and having ground was being made, the
freedom at barrier, and much the best of all, some out of the form, some again
beginning to tire. Mac O'Boy kept well up from the start and held on gamely.

Apprentices slowwork claimed.
Weather, raining; track, slow.

100

[Faint, illegible handwritten notes]

Church

**Changes in Hours of Services and Corrections
Will Be Gladly Made**

nw.-Pastor, Rev. J. M. McAdams; Jos. M. Nelligan, asst. pastor. Masses, 7 a. m., 8 a. m., 9 a. m., 10 a. m., 11 a. m., 12 p. m., 1 p. m., 2 p. m., 3 p. m., 4 p. m., 5 p. m., 6 p. m., 7 p. m., 8 p. m., 9 p. m., 10 p. m., 11 p. m., 12 m. m. high mass, 12 m. m.
 57. MARTIN'S, 1960 North Capitol nw.-Pastors, Rev. M. J. Riordan, Francis Cavanaugh. Rev. Paul H. Fu. Masses Sunday, 7 a. m., 8 a. m., 9 a. m., 10 a. m., 11 a. m., 12 p. m., 1 p. m., 2 p. m., 3 p. m., 4 p. m., 5 p. m., 6 p. m., 7 p. m., 8 p. m., 9 p. m., 10 p. m., 11 p. m., 12 m. m. Services, Sunday, 7:30, 11 a. m.

Morning prayer and psalm, 11 a. m.
ALL SOULS' MEMORIAL CHURCH,
 ave. c. Cathedral ave. nw.—Rector, Rev.
 D. Sterrett, Services, 11 a. m.; Sun-
 school, 9:45 a. m.
CHAPEL OF THE ANNUNCIATION
 congressional cemetery se.—Vicar, Rev. Wm.
 M. Thompson. Sunday school, 9:30 a.
 m. Fourth Sundays, holy communion 9:15 a.
 m.
CHAPEL OF THE HOLY COMFORT
 5718 G. ave. nw.—Vicar, Rev. W. L. H.

Capital, 11 a. m.; H. ave. nw—Pastor, H. E. Snyder. Services, 11 a. m. and 7 p. m.; Sunday school, 9:30 a. m.

COLUMBIA HEIGHTS, Park rd. and H. ave. nw—Pastor, Rev. Charles H. Snyder. Services, 11 and 8 o'clock A. S., 9 a. m.; Endeavor, 7 p. m.; prayer meeting, Thursday.

CHURCH OF THE INCARNATION, 11 and Gallatin nw—Pastor, Rev. Henry M. Ken. Services, 11 a. m. and 7:30 p. m.; Sunday school, 9:30 a. m.

Services, 11 a. m. and 8 p. m.; E. L., 7115 p.
EMORY, 5104 Ga. ave. n.—Pastor, R.
 D. L. Snyder. Services, 11 a. m. and
 p. m.; Sunday school, 9:30 a. m.
EPWORTH, 15th st. and North Caroli
 ave. n.—Pastor, Rev. John P. Tyler. Ser-
 vices, 11 a. m. and 7:30 p. m.; Sunday sch-
 ool, 9:30 a. m.
MT. PLEASANT, 16th and Irving av
 Pastor, Rev. R. L. Fultz. Services, 11
 a. m. and 8 p. m.; Sunday school, 9:30 a. m.
 Epworth League, 7 p. m.; prayer meet-

Church school, 9:45 a. m.; 11 a. m., w
ship; 7:30 p. m., motion picture hour.

Universalist

FIRST UNIVERSALIST, Ambassador th
ter, 18th st. and Col. rd. nw.—Pastor, R
Frederic W. Perkins, D. D. Services,
a. m.; church school, 12:15 p. m.

United Brethren

MEMORIAL UNITED BRETHREN W

Will Be Gladly Made

Will Be Gladly Made

Magazine Page of Fashions and Features

HEARTS' HAVEN

With Illustrations by Armstrong Sperry
By MILDRED BARBOUR.

(Copyright, 1927.)

CONCERNING THE ACTION AND THE CHARACTERS.

Christine Fair, pretty, popular, just 18, is invited to the commencement exercises of the University by the innumerable friends of her childhood, both of whom are in love with her. They are:

Harvey Blanton, handsome, brilliant, aggressive, and his chum and roommate, Lewis Hayes, grave, dependable, doggedly determined to make his mark in the field of chemical experimentation.

Harvey proposes to her, and she is accepted, so Lewis goes away without telling her he loves her on the eve of the wedding of Christine and Harvey. A year later their son is born.

Lewis has returned to town meanwhile, and is working for the firm which employs Harvey. He tells Harvey he has discovered a chemical formula of great industrial value. Harvey negotiates to get his uncle, the president of the company, to put it into effect.

Soon after the birth of the second child, Harvey announces that he has been taken into the firm following his discovery of a formula for making rubber. Lewis, meanwhile, has left his job, his project being a failure, and is now away.

With money from Harvey's project, the beautiful Christine builds a beautiful home. She is very happy, but she is happy only with her children. She finds that Harvey's friends are strangers to her.

She changes names and Lewis reveals to her that the old friendship between him and Harvey has been broken.

A friend, who is disturbed by Christine's complete absorption in her children, persuades her to broaden her interests. Christine first ventures to publish a little book of fairy tales.

Then she learns that Harvey is going to fail. In his pocket she finds a love letter. She goes to her parents, but they refuse to receive her.

So she takes her children and goes to New York to try to earn a living. She makes her way with a middle-aged couple, Anna Morton.

After weeks of effort she gets a job as a dancer in a cheap cabaret. Her funds are exhausted and she has no choice.

Her first venture is a proposal of marriage from the proprietor. Then she meets Lewis again by accident.

Their friendship is resumed since he does not hold enmity against either her or Harvey. Christine writes a magazine story, called "Carnegie Sketched," and it is selling well.

But bad luck follows. Cousin Anna is killed away from home, and she finds work as to find a new home. Lewis proves his friendship by helping her in every way she will permit.

Harvey is killed in an automobile accident and leaves nothing but debts.

Christine falls ill and is in a hospital for weeks.

Both her cabaret job and her magazine work are gone when Christine recovers, and she is obliged to accept financial help from Lewis.

When he begs her to marry him she consents, first out of gratitude, and then because she hopes to atone for the wrong Harvey did her.

And, third because she is lonely and she needs a wife. He goes away, and she finds work on the staff of a magazine, but she soon loses it due to the jealousy of her superior.

At the same time, she learns that her son has a weak heart. A series of theatrical magazine.

CHAPTER XXXV.
The Beginning of a Change.

CHRISTINE found her new work pleasant. It brought her new and interesting tasks with a new and interesting class of people—quite different from the staff in the magazine office where she had worked under the autocratic Miss Perkins, for removed from the cheap little cabaret where she had danced. Different, too, from the sales-room of the smart little specialty shop where she had earned her money.

She was both eager and thrilled about the theatrical people with whom she came in contact every day. To her the glamour of the footlights was still about them, even when they received her in negligence, in none too tidy apartments, and talked to her over their morning coffee.

At first, her interviews were notable for their originality. She asked eager and naive questions, and voiced the curiosity she felt. Sometimes her queries brought forth gales of laughter, sometimes they were met with a gravity which induced some really witty response.

She had the knack of interpreting any mood, and she put into her work all the freshness and enthusiasm which still struggled to survive, in spite of her bitter experience.

But, little by little, the character of her work changed. It began to take on some of the hardness and sophistication which she encountered on every hand. This was due partly to the fact that she had learned to be ready with a flippant retort when some one made an impertinent remark to her; that she had discovered it was best to wink at things which formerly would have shocked her.

Partly also, the change was due to the fact that her colleagues laughed at her naivete.

"Say, what did you let him kid you like that for?" one of them demanded, when she came in with an interview from a well-known comedian, who had spent an hour expounding to her his theories on life and death. "He was just having a good time. Why didn't you ask him about that girl he got mixed up with last year? That's what the dear old Public wants to hear—a Broadway before last month, dearie!" the girl asked.

Christine learned to laugh and answer with some flippant, current phrase. Slang seemed to creep into her vocabulary very easily. Almost before she knew it, she had become as New York as any other of the thousands of so-called New Yorkers who were born in small towns throughout the country.

She had another bitter experience about that time.

The bills for medical care for Junior were so large that she could not meet them. She swallowed her pride and



"You are a fool not to accept all the invitations that must come your way."

for the first time, wrote to her family for financial assistance. She would not have done it for herself, but for

Eve in Paris



him she felt no sacrifice was too great. Her father sent her the money, but he rebuked her again for leaving Harvey Blanton.

If you had acted as a decent and sensible woman, you would now be a respectable widow, and, no doubt, could have made a second marriage which would have solved the problem of your future in a happy manner."

Christine then wrote him that she had married a second time; that she had married Lewis Hayes, but finding that she could not love him, they had parted immediately.

"The reply to this was scorching. "No daughter of mine could act in such a shameless and abandoned fashion. First you run away from one man; then, almost before he is decently buried, you marry another, with whom gossip has already connected your name, and you leave him. Your mother and I, Christine, being decent and conventional folk, and having a certain pride in our position in this world, are forced to wash our hands of you, unless you come to your senses."

Christine tore up the letter. "Now I am alone," she thought grimly.

About that time she made the acquaintance of a girl named Nina. She was not quite sure what Nina's job was. It had something to do with advance publicity for shows, and it seemed to get Nina a pretty good income. She had an apartment of her own and dressed stunningly.

"Quite simple to manage," Nina explained with a shrug, when Christine admired a leopard skin coat she was wearing. "Outside of my apartment, all my salary goes on my bill, I rarely have to buy a meal, except breakfast. There are plenty of men in this fair city who are willing to buy a good-looking girl a dinner or a lunch."

"It must be nice to have so many friends," sighed Christine wistfully.

"Friends!" shrugged Nina. "They are mere acquaintances. Of course, they are, most of them, hoping for something more, but you can't tell them for a long time before they tumble. You are a fool not to accept all the invitations that must come your way in the course of a day's work."

It struck Christine that Nina was a second edition—more refined, but not quite so honest or so nice—of little Rosa who had been on the cabaret program of the Paradise, and yet she liked Nina and found her easy optimism very reassuring. But then, Nina could afford to be cheerful and careless and indulge her really excellent taste. She had neither the moral nor financial responsibility of two small children.

"Why don't you come up to my apartment some Friday night?" suggested Nina. "It's my night at home, and I always have a shindig. Some of my friends are interesting—a few playwrights and authors, an artist or two and often some of the big men in the producing end of the game. You are likely to find yourself a beau," she added laughingly.

"I don't want a beau as much as I want a man who'd believe in me and give me a chance to do some real writing," said Christine.

Nina shook her head. "You won't find any of us very serious at my parties. We talk shop, but not for business purposes. Come this Friday night, anyway."

Christine went that Friday night, and the next Friday, and the next, and so on for week after week. She became a part of that gay crowd. It was there she first met Henry Sanford. He was a millionaire and a well-known backer of shows.

Love. EVE.

(Continued tomorrow.)

MODISH MITZI

Just pick up a little French dress, or "Do bring me a blouse," requested many of Mitzi's friends. Mitzi, attired in a negligee embroidered in an oval shape in back is thinking the list over seriously. (The embroidery terminates in a heavy fringe.)

No, she didn't buy the hat in Paris. It's a navy silk and the trimming is a silver mesh, which is very charmingly posed over one ear. The dress she sees in the window is of sport silk and trimmed with reptile patterned silk. It has the slim, snug neckline.

(All rights protected by the George Matthew Adams Service—Trade Mark Registered U. S. Patent Office.)

HOW TO KEEP WELL

By DR. W. A. EVANS

SOME COSTLY ERRORS.

CANCER is a painful disease. The erroneous notion to the contrary has cost a multitude of lives. When cancer is nothing but cancer it causes almost no discomfort. After it has spread, become infected, acquired inflammations, begins to press on other parts, begins to eat away tissue, it is painful. But the pain is not due to the cancer directly. It is an indirect effect. It results from things the cancer has taken on rather than from the cancer itself.

When a cancer becomes painful it has progressed. As a rule, it has progressed to the point where it can not be cured. The error of waiting for pain—the sign of late cancer, the symptom which comes from complications of cancer and not cancer itself—this error has cost a multitude of lives.

Cancer is not a wasting disease. The erroneous notion to the contrary has cost great harm. After a cancer has grown large enough to interfere, or has interfered in some other way by reason of its location, or has upset the digestive system, it causes wasting. But here again the symptom is due to a complication and not due to the cancer itself.

People with pure tuberculosis have almost no fever. The temperature is not expected to go over 100; it may be below normal. The man with advanced consumption runs a high fever, it is true. But that is because of secondary infections as a rule. We say he is septic. If a diagnosis of consumption is to do much good, it must be made when there is practically no fever, when the cheeks are still rosy, when there is plenty of fat on the bones.

Bright's disease is usually a symptomless disease. To say there is no Bright's because there is no swelling of the feet is to make a costly error. It is not until a long continued disturbance has caused secondary changes in the blood vessels that swelling of the feet shows itself.

Heart leaks do not cause symptoms of and by themselves. Heart leaks are discovered when we are being examined for life insurance, or for working papers, or when we are being periodically examined. School doctors find leaks when they are examining supposedly well children.

In time, people with heart leaks develop shortness of breath and swelling of the feet. In time they can not sleep without having a bank of pillows under the head. But to wait for any of those signs of complication, or of an advanced stage before recognizing a heart leak is a grave error.

CANNED MEAT AT SIX YEARS. Mrs. W. D. M. writes: I have some cans of very choice meat that have been stored five or six years in a dry place of moderate temperature and would like to know whether or not there is danger in eating it. The outside of the cans look as fresh and perfect as when they came from the factory.

REPLY. So far as one can judge by what you say, the meat should be wholesome. Good meat, properly canned, will remain safe for lunch much longer than five or six years.

The cans should not be swollen, and when open the meat should not be gassy nor sour nor off in smell, taste or appearance.

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Bright's disease is usually a symptomless disease. To say there is no Bright's because there is no swelling of the feet is to make a costly error. It is not until a long continued disturbance has caused secondary changes in the blood vessels that swelling of the feet shows itself.

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WIVES OF TOMORROW

By FRANCES McDONALD

A Thrift-Week Lover.

MARGE has a real problem and a real trial rolled into one in the person of a "really lovable boy" who if Marge's account is correct has the first time he ever earned and finds girl friends useful. He deserves to be done in a life-sized poster for thrift week, but we will do the next best thing and publish herewith Marge's own portrait of this lovable lover. Hold your pocketbooks!

"He is really a very lovable boy—"

and I would like to marry him only I am ashamed. His friends all make jokes about him. And there is reason for it. I have known him five years. It is 35. He has never given me a remembrance. He has never taken me to a show (this my girl friends say is just a crime. One of them adds it should be punishable by death). He has walked me in the pouring rain ruining my shoes and hat—rather than take a taxi. On two occasions when we have been out during a maelstrom

he has not even suggested food. He has let men who never saw me before in their lives pay for my dinner and he when we have been out in a crowd to my utter humiliation. And recently at a party when he was not present I heard three fellows say that "it was never known to refuse a drink, or to buy one. My face just burned, or it seemed terrible that he was held in such contempt. Now he has a wonderful disposition and even when they jibe him to his face he never gets angry. Just pretends he likes it. He lives at home with his mother who adores him, and his expenses are much higher than the other men who have to pay for everything they get."

Now this is the most recent thing. He has no car. And recently several times he took me out in a "friends' car. Yesterday I learned that this car belonged to another girl. He had borrowed it from her telling her he wanted to "take a friend around." She supposed it was a man from out of town, and when she saw us out she was furious. I could just kill him for that—for putting me in such a position, and grafting entertainment for me from a girl who probably likes him. Can't you think I could ever make him over? And how should I go about it? Of course he has declared his love for me. Now there you have the hero de luxe and I'm willing to state he smashes all the records. Can you imagine the man taking one woman's car to give another a joyride? And this ambitious little girl friend would like to take on the contract of making this thing over into a match. Can't be done, dear child. Men are born not made. The mother who "adores" this human misfit probably knows what she made him what he is. She probably accepted a 30 per cent man for a mate—or she may be a 30 per cent woman.

Right? In this chap's family history is the key to his depravity—for it is depravity for a man to so perform. If he were not depraved he could see the enormity of the motor car episode, and be unable to even consider such an enterprise. The man is hopeless. Let his mama keep him and bury him and erect over him a monument near by not gaudy with a brief epitaph explaining that she did her best. But if there is any man left behind see to it that it is not you! Marry a man—and not something that needs to be made over. Men are born men. This "lovable boy" is not a man.

THE pointer for today is: OBSERVE THE CONVENTIONAL REQUIREMENTS FOR A FOLLOWING BID.

Below are the four West hands given yesterday. South has bid one heart, score love-all; what should West declare?

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20
LISTED BONDS OFFER
AGAIN FROM PRESSURE
Prices Generally Recede With
Advent of More New
Offerings.

FOREIGN ISSUES REACT

New York, June 10. (By the Associated Press).—Another large volume of new bond offerings pouring into the market today increased pressure against listed securities, and prices on the whole settled a little lower. With fresh issues still coming in at a rapid rate, dealers generally look for little change in conditions until the July 1 reinvestment demand begins to make itself felt, when it is hoped that much of the present accumulation may be cleared from dealers' shelves.

Today's listlessness undoubtedly was partly attributable to preliminary hesitancy on the part of many traders in anticipation of an idle Monday during the Lindbergh welcome. Preparations for tax payment on June 15 also was instrumental in keeping some traders out of the market.

Convertible issues which were particularly buoyant during the earlier days of the week, again turned reactionary today. Erie D. 4s were offered in large numbers, and dropped more than a point. International Telephone 5s developed heaviness after an early period of firmness. High grade issues were practically at a standstill.

Irregularity characterized the foreign group, in which no pronounced buying movement was noticeable anywhere. Italian issues again moved downward for no apparent reason. City of Milan 6 1/2s, in particular, declining sharply.

Second Liberty 4 1/2s were under accumulation at a standstill. Secretary Mellon intimated that the time for exchange of these bonds for the new Treasury 3 1/2s may be extended beyond June 15.

LOCAL STOCK EXCHANGE

Sales—Regular call, 11:15 a. m.
Wash. Gas Co. 1935, Ser. A, \$300 at 103 1/4.
Potomac Elec. P. & L. Co. 10 1/2 at 101 1/4.
30 at 101 1/4, 100 at 101 1/4, 10 at 101 1/4.
Wash. Ry. & Elec. Co. 11 at 91 1/4.
Amer. Sec. & Inv. Co. 10 at 400.
Continental T. Co. 10 at 118.
Mergenthaler Linotype, 10 at 118.
After call: Washington Gas Light, 10 at 75, 10 at 75 1/2, 10 at 75 1/2, 10 at 75 1/2.
Capital Traction, 10 at 101 1/4, \$500 at 101 1/4, \$2,000 at 101 1/4, \$3,500 at 101 1/4.
Wash. Ry. & Elec. Co., 10 at 250, 20 at 250.
Potomac Elec. P. & L. Co., 10 at 106 1/4, 1 at 106 1/4.
C. & P. Tel. & Tel. Co., 5 at \$500 at 101 1/4.
Capital Traction, 10 at 101 1/4, 20 at 104 1/4, 30 at 104 1/4.
Potomac Elec. P. & L. Co., 10 at 100 1/4.
Lanston Monotype, 10 at 118.
Amer. Fire Ins. Co., 10 at 300 1/4.
Potomac Elec. P. & L. Co., 30 at 101 1/4.
Amer. Sec. & Inv. Co., 10 at 400.
Notice—This exchange will be closed until Tuesday, June 11.

UNLISTED STOCKS

These securities not listed under exchange rules.
Departmental Bank, 20 at 14.
North Cal. Sav. Bank, 10 at 14.
MONEY
Call loans, 5 to 6 per cent.

BONDS

Ann. Tel. & Tel. conv. 4s, 99 1/2
Ann. Tel. & Tel. conv. 5s, 100 1/2
Ann. Tel. & Tel. conv. 6s, 101 1/2
Ann. Tel. & Tel. conv. 7s, 102 1/2
Ann. Tel. & Tel. conv. 8s, 103 1/2
Ann. Tel. & Tel. conv. 9s, 104 1/2
Ann. Tel. & Tel. conv. 10s, 105 1/2
Ann. Tel. & Tel. conv. 11s, 106 1/2
Ann. Tel. & Tel. conv. 12s, 107 1/2
Ann. Tel. & Tel. conv. 13s, 108 1/2
Ann. Tel. & Tel. conv. 14s, 109 1/2
Ann. Tel. & Tel. conv. 15s, 110 1/2
Ann. Tel. & Tel. conv. 16s, 111 1/2
Ann. Tel. & Tel. conv. 17s, 112 1/2
Ann. Tel. & Tel. conv. 18s, 113 1/2
Ann. Tel. & Tel. conv. 19s, 114 1/2
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Ann. Tel. & Tel. conv. 25s, 120 1/2
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ROOMS—FURNISHED
PLYMOUTH, APT 82—Lg to

ROOMS—UNFURNISHED

EUCUID ST. N.W., near Columbia
three nice decorated rooms, a
sound sleeping porch, central
heat and car line. Owner, Ada
M. Eucuid.
\$4 M ST. N. W.
One room, dressing alcove,
kitchenette, bath, nicely decorated
840 monthly; 1 room, screened por-
ch, sleeping porch and bath, \$450 month-
ly. HARRY WHITE.

1514 K ST. N.E. Phone M
6-7900.

ROOMS WITH BATH

M ST. N.W., 1513—Beautiful ex-
cellent private bath, electric heat,
splendid meals; dining room ex-
posed to outside gaze. Admits 7.
\$4.00 per week.

EUCUID ST. N.W., 1416—Large,
front room; nice sitting room;
both near tile bath; excellent view
of city. \$4.00 weekly.

HARVARD ST. N.W.; 1402—2 single
rooms for 2 young men; clean
water; unlimited phone; central
heating; only best food served
available.

M ST. N.W., 1513—Large, desirable
rooms; front room; electric heat;
transients accommodated.

K ST. N.W., 1629—Nicely furni-
shed; large front room; electric
water; telephone; central heating;
excellent breakfast; refined home
section. Between 1103 st. and
E ave.

E ST. N.W., 1531—Pleasant rooming
house; good food; ample parking
space; near business district, bus
stop; very convenient location.
\$4.00.

KATORAMA RD., 2011—Single room; communicating if desired; no smoking; exposure; hot water; Southern cooking; two meals, \$47.50. North shore.

MARS AVE., 1515—Beautiful corner distance; all outside rooms. No smoking; no alcohol; hot water; reduced couples and girls. Transients accommodated.

MARS AVE. NW., 1525—Attractive; no smoking; no alcohol; cleanliness, served family style; no diners. \$15; Sunday chicken \$2.50. North shore.

MINTWOOD PLACE NW., 1535—ulshd room with board; for a second floor; private family; \$30. North shore.

N ST. NW., 1208—Large, comfortable room; suitable for couples; convenient; home-like; good home-cooked meals; accommodate a few late comers. \$10. North shore.

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N ST. NW., 1208—Large, comfortable room; suitable for couples; convenient; home-like; good home-cooked meals; accommodate a few late comers. \$10. North shore.

Q. ST. NW., 1749—Single and double twin beds; with board; phonograph; continuous hot water; hot-water boiler; hot cooking; men's and women's lockers; shower; for students.

QUINCY ST. NW., 807—Can accommodate three persons; excellent meals; to cars and buses. Columbia 1082-2.

RHOE ISLAND AVE. NW., 14687—Large room; private bath; refrigerator; hot water; central heating; North 9001. Transients accommodated.

VERMONT AVE., 1211—Second-floor; double; attractively furnished; quiet; reasonable rates. (Call Franklin 3-5534.)

9TH ST. NW., 1116—Clean, cool, comfortable; home cooking; mother's; something for the mother; best in city; \$8.00 a week; on 11th.

11TH ST. NW., 1220—Single or double with or without board; room and bath; central heating; refrigerator; hot water; hot cooking; men's and women's lockers; shower; for students.

15TH ST. NW. 903—Reasonable rent, comfortable rooms, splendid breakfast, facing Franklin Park; telephone, gas, electric, and c. frs. The best thing our motto.

1938 EYE ST. FRANKLIN PARK—10 large, comfortable rooms for two persons in each; central heating; electric; gas; telephone; apartment; large front porch; close to office location; excellent table and breakfast; reasonable rent. Call 1-1000. Apply Apt. 31, Phone Frank 4.

426 21ST ST. NW. near Dupont Circle—Large, comfortable rooms, double beds; central heating; electric; gas; telephone; and meals with two persons in room will not look farther for accommodations. Call 1-1000. Apply 1000. Beds and bedding and learn of our unusual service. NED-2994

16TH ST. NW. 1633—English breakfast, fine attractive home, with everything unusual table.

16TH ST. NW. 1017—Large rooms, comfortable, central heating, electric, gas, telephone, and meals with two persons in room will not look farther for accommodations. Call 1-1000. Apply 1000. Beds and bedding and learn of our unusual service. NED-2994

day, week or month.

16TH ST. NW. 1522—Refined gals surroundings; well-kept home; close to downtown; room for 2; vacancies; reasonable rates; 1738 K.

1738 K ST. NW.—Beautiful double room; bright and cheerful.

21ST ST. NW. 1416, Dupont circle attractive rooms; s. m. l.; near White House; walking distance; reasonable rates.

THE HEATHSTONE, 1623-1626 K—Tramline room, second floor front; reasonable. Transients accommodated.

SIGN OF THE LANTERN, 1522 N.—Attractive restaurant. Reasonable prices, moderate prices. Thursday special, \$1.50. Served chicken, 50¢. Transient and permanent.

ROOMS AND BOARD, 58 week; second; table the best; home cooking; first class; first class; first class; all surroundings, parlor piano; week.

OVERLOOKING FRANKLIN PARK. Large, comfortable, well-furnished rooms; also other single and cheerful; near downtown section. Phone 6-9078.

OVERLOOKING DUPONT CIRCLE. Single or double rooms; opposite temporary headquarters of U.S. Navy; convenient day and night from city; free parking; best home cooking, \$5 weekly, incl. breakfast.

OPPOSITE WYOMING APTS., on R.F.D.; summer rates; rooms with private bath; breakfast and dinner. Gentlemen preferred. Phone 6-9078.

THE RHODE ISLAND 1437 Rhode Island Ave.—Pleasant single and double adjoining beds; appetizing meals; excellent service; convenient, desirable location; easy walk to government buildings. Phone 6-9397.

ACCOMMODATION for elderly or infirm persons; beautiful height; bright, cheerful home environment; yard adjacent to park. Phone 6-9078.

MT. PLEASANT—Room and large porch, two beds; also single room for male; plenty hot water; 1000 E. 1st St., 2771. Garage.

DUPONT CIRCLE, 1416 21st St.—B, attractive single and double rooms; sea terrace White House; walk to White House. Business service; excellent cooked meals.

NEARBY suburb private home, young couple, two baths and shower, cold water, 1000 E. 1st St., 2771. Garage.

TERRACE INN, 1300 Vermont ave. (Circle)—Single and double rooms; American plan; excellent food.

THE EVANGELINE, 1300 E. at 1st St.—the protection young business women from the streets. Home for young business home to girls away from the Army management.

HILLGROVE, 2800 13th st. sw.—(1) place just west of hospital; twin beds; \$15 each; also table and chairs; also telephone; continuous telephone. 1784 17th st. sw.

DUPONT CIRCLE—Elite section; see advertisement on page 10, column 1, downtown; "The Anna Inn," 417 1st st. ne; excellent breakfast; steam heat; excellent board; very attractive; low rates. 1710 1st st. sw. Fr. 3216.

DUPONT CIRCLE (1416 21st st. ne)—Aristocratic section; very attractive double and single rooms; excellent breakfast; excellent service; excellent board; excellent value to business; excellent home meals.

TOURISTS.
1033 13th st. sw.; transients; attractive; reasonable rate. North 1629.

WANTED ROOMS—BO
BOARD and rooms for men in elite hotel.

summer months, with Washington Post required. Box 650, Westcliffe Post.

TABLE BOARD

EAGLE LODGE, 9428 13th st. n.w.—Neat high-class excellent home-cooked reasonable: rooms if desired.

HOME-PREPARED FOOD, 1414 K. Delicious home-prepared food abundant: family style. Dinners, 12c; breakfast, 10c. Home-cooked, 12c. 8 week. Rooms if desired. Owner's home.

COLUMBIA RD. N.W., 1744—Excellent cooking: dinner, \$15 per month; breakfast and dinner, \$25 per month.

WHERE TO STOP

ROCKS, 1272, 204-510 9th st. N.W.; 204-510 9th st. N.W.; 204-510 9th st. N.W.

SPECIAL LINDBERGH SECTION

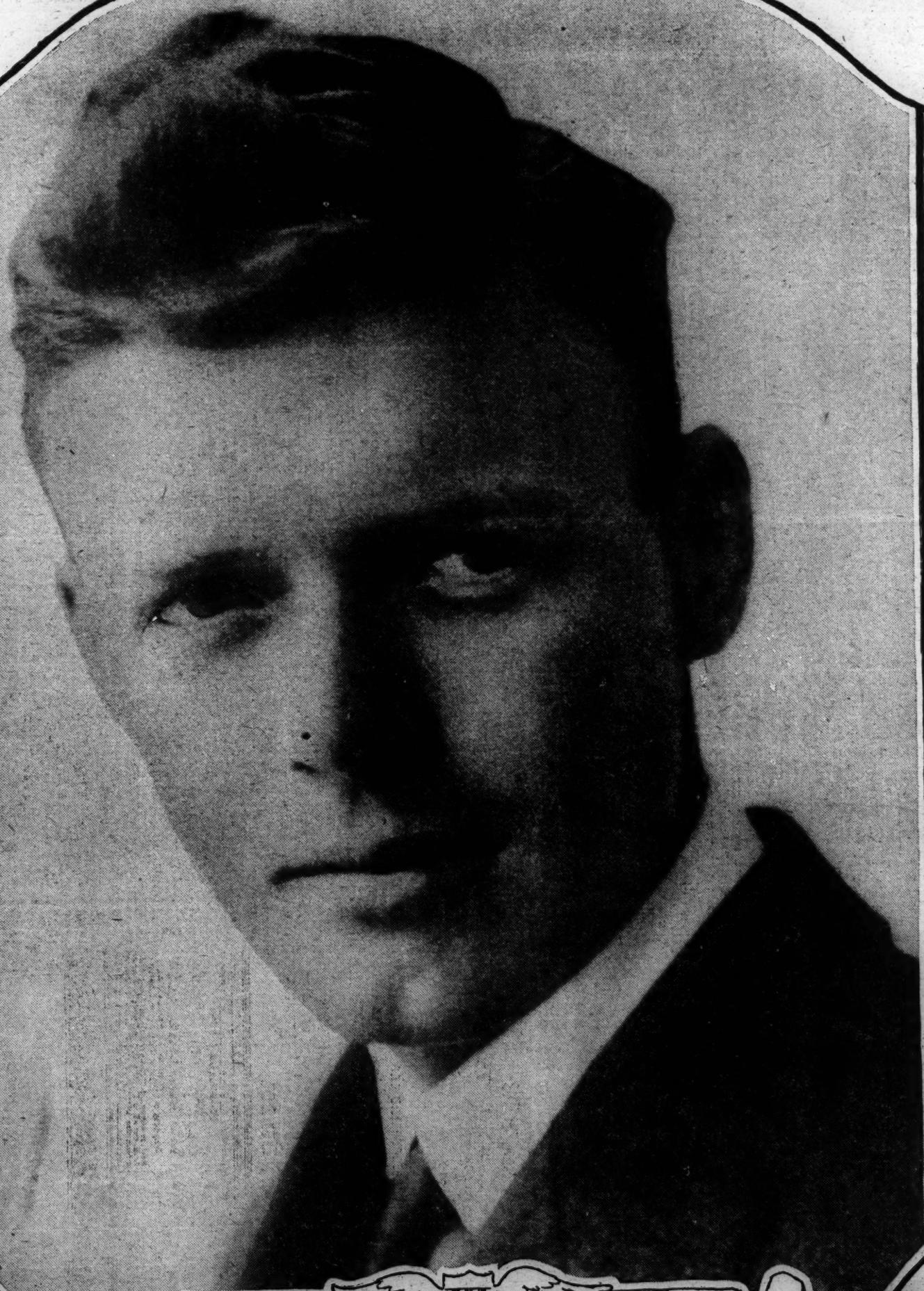
Welcome
To Capital

The Washington Post

Hail Lone
Air Hero

WASHINGTON, SATURDAY, JUNE 11, 1927.

*Capital and Nation Welcome Charles A. Lindbergh,
Hero of First Nonstop Flight From New York to Paris*



Charles A. Lindbergh

UNDERWOOD &
UNDERWOOD

HERO, IN OBSCURITY, TRAINED FOR FAME

MORE THAN 1,800 HOURS IN AIR, FLIER'S RECORD

Lindbergh, Born in Detroit,
Was Scion of Noble Fam-
ily of Old Sweden.

MOTHER OF IRISH BLOOD

Destiny must have deliberately fashioned Charles A. Lindbergh for a national hero. It must have been a job in the making for 25 years. Most certainly there have been none in the past who better fitted the role.

Whatever were the forces that within one month's time catapulted this blond youngster from an obscure mail flier into world acclaim, they could have acted no better to fire the people's imagination. He was thrust suddenly upon a people that were satiated with thrills, yet he gave them one such as they had seldom experienced before.

Since the beginning of time there have been heroes adored by various peoples. And with the establishment of quick communication between all parts of the world heroic exploits have occurred with such frequency as to test the adulating capabilities. Yet today a 25-year-old youngster, his appearance belying his majority and the things he is known to have done, rests on a high pedestal such as only Dewey, Hobson and Grant have known.

Feted by kings and rulers of other names, by men whose names are household words in many lands, by peoples of Latin and English tongues, he is receiving only, and none will deny it, his well-deserving due.

Faced Perils in Obscurity.

What manner of things is it then that should keep such a man so long from the public eye? Surely he has not lived a wholly useless, uneventful life, and then suddenly stepped out and done something to stir the admiration of the world. If you will read the history of this man you will find that this is far from so. Verily, he has experienced greater dangers in obscurity than he did as the focal point of the world's eye.

More than 1,800 hours he has spent in the air. Four times he has left his plane at altitudes with naught but a bundle of silk between him and death, and as many times has he successfully averted that which has sent countless other aviators to quickly forgotten ends. Many times has he been in such perils of the air as called for greater and keener wit than was shown on his New York to Paris flight; yet no medals were pinned on his breast, no kings or presidents or prime ministers received him. No greater courage has he ever shown than at the time, for instance, when he stuck to his plane until it was within 300 feet of the ground and then taking to his chute landed flat on his back, and yet, before the blood had quit gushing from his nose and the pain had left his wrenched back, he was in the air again.

Why was he not acclaimed for that? It must have been because Destiny was simply preparing him for an exploit that would spice sated appetites, one that spur the warm blood through the body of the most moribund.

Knows What Public Wants.

Man has sat on the deck of a steamer at sea of nights, reclined in an easy plush chair and gazed into the heavens above, contemplated the star-dotted darkness of it all, the blackness of the sea and the utter desolation of it all. He knows what it must mean, or rather he tries to comprehend it, to go out into that abyssal mist all alone, where a misstep means a lonely death and where life itself seems a weird, impossible thing.

But the run of the species does not know what it is to jump from an airplane 10,000 or 15,000 feet in the air. Therefore he gives his unstinted tribute to the one who goes out to sea alone at night.

If you will study this man Lindbergh you will see that under his simplicities there are touches of showmanship. He knows a lot about audiences and public and what they want and are willing to pay to see. There is nothing strange about this, for in his early life as flier it meant his livelihood to do stunts. There was a time when people were willing to pay merely to see an aviator in the air. But it was before Lindbergh's time. When he came along, ambitious to go up and meet the sun, the people demanded a neck or at least a limb. So it was this youngster's business to simulate giving them that. And only his skill with a certain proportion of luck thrown in, kept him all together after thrilling them.

There was a time out at St. Louis, it is recalled, when Lindbergh was engaged to edify the spectators of a Mississippi River regatta. And he did. He so thrilled one man that the man fell overboard from his launch. Lindbergh shot down toward him from a nose dive high in the air—shot down at a straight course as a star might drop from the heavens. He came so close to the launch that its owner thought a ducking was the better part of valor and a ducking he got. Then Lindbergh straightened and rose gracefully into the air.

Hero Born in Detroit.

It is not on record that there was any great commotion in the City of Detroit on February 2, 1902. It was the day that Charles A. Lindbergh became a vital statistic, and, to the world in general, that is about all he amounted to. To a proud mother and father he meant the beginning of a new world, a responsibility that was to give them alternate worry and pride in their

FLIER LANDS WHILE 150,000 BRITONS CHEER



Col. Charles A. Lindbergh landing at Croydon Airdrome, near London, England, amid an enthusiastic crowd of approximately 150,000 persons, who had gathered at the field to do honor to the hero.

later years. To them he had definite characteristics and markings that then and there vouchsafed him as one of the world's future great men.

But there were other babies born that day, countless numbers of them; so about the only note the City of Detroit officially made of the event was a report by the health officer that a baby had been born to Mr. and Mrs. Lindbergh.

The elder Lindbergh had come to this country when a tiny tot himself. His father had a long and noble ancestry back in Sweden, an ancestry that smacked of royalty.

This grandfather of today's hero had in abundance the blood that was to be transfused into the Charles Lindbergh we know. He had the hardihood and the courage to leave the Old World and seek adventure in the Elysian fields of the Western Hemisphere. And once over here, he did not cling to the centers of population, which a man with less courage had done.

Moves Out to Minnesota.

He moved out to fields that were still uncultivated and from whose fertility he was willing to wrest his harvest. He went out on the edge of this rapidly developing country, out West, to a place known as Little Falls, Minn. And with him he carried his wife and Charles Lindbergh's father, who himself was subsequently to become respected and a leader of his community.

He was to serve ten years in Congress, from 1910 to 1917, a man who commanded the respect of his colleagues, and who was stricken down while seeking greater honors at the hands of his State. Just as the original Lindbergh to come to this country showed such hardihood as, for instance, to let a surgeon amputate his arm while he grinded his teeth, and to go again into the woods to hew away trees within a remarkably short time, so did the flier's father, Charles A., senior, once undergo an operation for appendicitis without the quieting assistance of an anesthetic, and to talk to a colleague about the Federal Reserve Banks as he did so.

Mother of Irish Descent.

Charles' mother, Evangeline, is of Irish descent, but she is authority for the statement that the boy has a predominance of his father's characteristics. She is now a school teacher in Detroit, an instructor in high school chemistry. This is the life of her widowhood. Her brother is a member of the city council of Detroit, and at the time Lindbergh landed in Paris he was the acting mayor.

Thus, while Detroit has played such a prominent part in the life of his mother, and while it was the city in which Lindbergh first saw the light of day, it has never meant much to him. It is in the little town of Little Falls that he spent his boyhood, roaming the woods and lakes, and treading the furrows of ploughed fields. It was here that he had most of his primary education, and from it that he first went away to college for a little more than a year, and subsequently from where he ventured forth to a slow but enduring fortune and fame.

And it was here that his mother got her first knowledge of his flair for experimenting. Incidentally, the cat which belonged to the people with whom the Lindberghs lived, also knew of this flair.

Tries Experiment on Cat.

It was the cat that was the subject of the experiment. Lindbergh had heard that a cat would always fall on its feet regardless of from which position it might fall—or be dropped. Lindbergh, as he proved later in school, was not much for depending on the books. He was strong for finding out things for him-

self. This theory that a cat would fall feet down must be put to a test. It was.

The little girl of the people who owned the cat, who wore her hair in pig tails, was either a tattletale or so incensed by Lindbergh's act that she could not restrain herself. At any rate, when Mrs. Lindbergh came home there was the little girl to greet her and tell her that Lindbergh had been mistreating the cat.

It was when Mrs. Lindbergh sharply questioned her son that it was developed that Lindbergh had been experimenting. All he had done was to drop the cat from the porch, and sure enough the feline had landed on its feet.

Lindbergh was not a scholar in school. Both his mother and Miss Elizabeth E. Marshall, of Friends School here, will tell you that. Miss Marshall taught him during the short while that he attended school here while his father was a member of Congress. He did not even show so much adaptation to mathematics, both of these agree, yet mathematics means a lot to an aviator.

Excelled in Gymnastics.

As his teacher here recalls him he was at his best at gymnastics and manual training. His school associates here called him "Cheese," his surname suggesting Lindbergh cheese to their childish minds. He had few friends in school. Yet he was not unsocial. He was simply of a retiring disposition and seemed to want to be alone.

There is some explanation of this in the stories that are told about him back home. He was a man of the laboratories, so to speak. It was his wont to get under a house and make an iceboat of a bulk, a motorcycle engine and an airplane propeller.

This contrivance rammed over Lake Mendota in the winter of 1921 until it came to tragic grief. That was when it collided with an ice boat of more durable composition. Then Lindbergh built another one.

The boy was kept in school through his high school period, thanks to the perseverance of his parents, and at the age of 16 he graduated, at Little Falls.

FLYING CADET



Charles A. Lindbergh as a flying cadet.

in 1918. Then he entered the School of Mechanical Engineering of the University of Wisconsin. Mechanics were his hobby, but they moved too slowly at the university, as Lindbergh saw it, to suit his mechanical tastes. He ran the theory and the practical phases, and then he tired of the classroom.

So, after about a year and a half of it, he quit. He came back to Little Falls and the farm. There he helped his father behind the plow. He added muscles to that rustic six-foot frame of his. He added lustre to those deep green eyes and that inimitable carelessness to his blond hair.

His father was a man who ploughed a lone existence, a man who gave his time to thought and not talk. It was inevitable that Charles should be a counterpart of him, and that there should develop a friendship and fellowship that does not come solely of blood ties. Together they worked in the field; together and separately they roamed the woods with a dog, communed with nature and studied it, and thought.

The father was of that type of philosopher who has mingled with men in high office and seen the weaknesses of them, and he imparted this knowledge to his son as they talked of the world and the hereafter as only two thinkers could.

Scattered Father's Ashes.

The boy was fairly well started in the business that was to bring him fame when the father died in 1924, while he was a candidate for governor of his State on the Farmer-Labor ticket. Out of that close fellowship of father and son had been born the father's desire that the son scatter his ashes when he died. And the son was true to his trust. In an airplane which he had acquired to do stunts for crowds at county fairs, the boy flew over the old homestead at Little Falls and loosed the ashes of his father's body to the four winds.

They flocked the little home which they had both known, of the fields and woods and lakes which they had loved and then were absorbed in the infinity of things. And the boy flew away, as the last gray speck wafted out the air, with the heart of a pioneer, out to entertain more country fair crowds and subsequently to gain the plaudits of the world. Mrs. Lindbergh moved to Detroit, where she took up the teaching of chemistry in the public schools, a work which she carried on as her son sped across the ocean on that momentous black night just two weeks ago.

CONTINUED ON PAGE 3, COLUMN 1.

Check for Lindbergh Is Signed by Father

Worcester, Mass., June 10 (By A. P.). A gift of sentimental value only is to be presented to Col. Charles A. Lindbergh on his visit to Worcester. It is a check for \$2 bearing the signature of his late father, Representative Carl A. Lindbergh. It will be presented to the noted flier by Oscar G. Norseen, to whom the check was made payable seventeen years ago. It was written following an annual banquet of the Swedish National Federation, at which the Congress member was the guest of honor.

Mr. Norseen, who at that time was secretary of the federation, received the check in payment for a sleeper ticket on the Worcester-to-New York train, procured by request of Mr. Lindbergh. Mr. Norseen had kept it in memory of the occasion.

You are cordially invited to call and inspect the new "telephone turret" in the Classified department of The Post. Try it out and phone your ad to Main 4205.

LINDBERGH'S OLD AUTO WILL CROSS ATLANTIC

Battered Flivver to Parade
Paris Streets During Legion
Convention.

RELICS ARE COLLECTED

Minneapolis, Minn., June 10.—A flivver, old and battered, ready for the junk heap, will ride to fame this fall just the way that Capt. Charles A. Lindbergh, formerly of Little Falls, Minn., rode to fame in 33 hours on his nonstop and lone flight from New York to Paris.

This battered automobile, once used by Capt. Lindbergh in his trips to school at Little Falls, will be taken across the Atlantic and will be paraded through the same streets of the French capital through which the transatlantic flier rode in triumph not so long ago. State officials of the American Legion today completed plans to preserve this relic of the world's youngest hero, and the Minnesota legionnaires are to take this car with them for the Paris convention of the American Legion. This is the same car that was the feature of Little Falls' celebration on the night of May 21, when Lindbergh landed in Paris.

The old car, without its tires, engine or other equipment, will also be exhibited at the State convention of the American Legion at Hibbing, August 8, 9 and 10, and also at the Minnesota State fair. It will then be crated and shipped to France, to be viewed by the French people, who gave the flier his greatest welcome in Europe. This car, and other souvenirs of Capt. Lindbergh's life in Little Falls have been collected by Gerald V. Cannon, of St. Paul, who is to be the drum major of the Minnesota Legion Drum Corps, which will go to Paris. Mr. Cannon has received express authority from Mrs. Evangeline Lodge Lindbergh to make this collection from the old family home at Little Falls.

Included in this collection is an old buggy, which Lindbergh used when he went to the country school, an improvised pump built from the Mississippi River to his father's barn, as well as about 350 leaves from books of the library, most of them bearing notations by the transatlantic flier. It is our plan to distribute the leaves of these books in Paris as souvenirs," Mr. Cannon declared. "Lindbergh has made many notations on them, and they are most interesting. During his idle moments, if he ever had any, he had made drawings of airplanes and machinery on the corners of the pages and these sketches and notations reveal, in a most interesting way, what was traveling through his mind when he was a student."

Lindbergh Cocktail Invented in London

London, June 10 (By A. P.).—Although Col. Lindbergh is not a drinking man, he found on his arrival in London that Englishmen were drinking a cocktail created in honor of his great transatlantic flight.

An American cocktail mixer, employed in one of London's largest hotels, is the inventor of the "Charlie Lindbergh" cocktail. It is compounded of equal parts of kinnikinnick and Plymouth gin, two dashes of orange juice, and apricot and lemon peel.

Flier's Special Car Named Lindbergh

Chicago, June 10 (By A. P.).—The "Col. Lindbergh," a new Pullman observation car, will carry the distinguished young aviator, Charles A. Lindbergh, on his journey from New York to St. Louis and other mid-Western cities, where ovations await him for his transatlantic flight.

The car has been sent to the Pullman shops at Wilmington, Del., for the new lettering in honor of the flier, and then is to be sent to Washington to be at his disposal in case he does not fly to New York. The observation sleeper will occupy the rear of a special train that will leave New York on June 13 over the Pennsylvania lines.

Lindbergh Still Had 300-Mile Gas Supply

When Lindbergh landed at Le Bourget field in Paris an official examination showed that there was still 47½ gallons of gasoline left in the tank of the Spirit of St. Louis.

When he left Roosevelt Field in New York he had 484 gallons of gasoline for his 3,800-mile hop to Paris. It was estimated that he could have flown more than 300 miles farther with what gasoline he had left.

Flier's Food Supply Was Five Sandwiches

Col. Lindbergh's food supply when he started for Paris was as follows: Five sandwiches, two of ham, two of roast beef and one a hard-boiled egg sandwich, and two canteens of water, holding two quarts each.

Friends tried to persuade him to take along a thermos bottle filled with hot coffee, but he declined. Three and one-half of the sandwiches remained when he landed in Paris.

TYRO, LACKING \$500, DENIED AIR DIPLOMA

FLYING SCHOOL REFUSED TO GRADUATE LINDBERGH

Hero-to-Be Bought Surplus Army Plane and Takes to Performing Stunts.

ENTERS ARMY AS CADET

(CONTINUED FROM PAGE 2.)

It was in 1921, when Lindy and the old home came to a parting of the ways. He had been back home from college for more than a year and, although he and his father found much in common, the prosaic business of tilling the soil was not intended, by the nature of things, for him. His was a mechanical mind. Airplanes had flown over Little Falls and there had been much in the "papers" about them. They had long been the subject of thought on his part. So it came about that in 1921 Lindy threw a knapsack over his shoulder, took his mother's kiss and went away to Lincoln, Nebr. There was a flying school there, one of those educational institutions where a man was taught to stay in the air for a specified sum. Never was any one more handicapped than Lindy. And his appearance was not one to cause his instructors to get big-hearted and give him a flying course for nothing.

Rewards have been extremely slow to fliers and to flying instructors; so as a general rule it is not possible for them to give flying instructions for nothing. There was nothing in the world about this boy's appearance to indicate that at one time he would startle the world.

Smile Attracted Attention.

He was gangling; he was rustic; his clothes fit loosely about his body. Yet there was something about that smile of his which spelled confidence and which sort of attracted attention to him.

He got along in this flying school, Lindy did. He showed a remarkable adaptation to the handling of planes. Those who took him into the air were impressed with the readiness with which he caught on to things. Nevertheless, there had been other bright pupils and there was nothing about Lindbergh to cause the school to reform its procedure of requiring that the student post a \$500 bond before he made a solo flight. The school was in the business on a practical basis. There might be plenty of youngsters willing to take a chance in the air, but the school was interested in protecting the few planes it had.

Well, when Lindy had progressed to the point of posting a \$500 bond and making a solo flight he flunked, so to speak. He flunked in that he did not have the necessary \$500. Furthermore, Lindy did not see where the \$500 was necessary.

So Lindy, Mister Charles A. Lindbergh as he was carried on the rolls, left the school without graduating. He was without the diploma which this school, along with others, is wont to give.

Started Stunt Flying.

Diploma or no diploma Lindy was not to be kept out of the air. There was no official stamp certifying that he was an aviator. Nevertheless, he was satisfied in his own mind that he was one. And an aviator he set out to be, and as an aviator he acted. He set out through the West as a stunt flier. Here was his first effort to satisfy a sated public.

The year 1922 found Lindy out in Montana—the town of Billings, for one place is recalled. He was doing stunt flying for advertising purposes. He was advertising a certain garage of the town of Billings. The plane and Lindy was about all there was to this enterprise. He had no luggage, no baggage, no paraphernalia of any kind. In so far as entertainment enterprises went, Lindy traveled just about as light as could be imagined. His equipment, to be exact, consisted of a tooth brush and a comb and brush. These he carried in the rather spacious pockets of his flying suit.

Those of an imaginative mind who saw Lindy doing his stunts in the air may have thought that he was making all sorts of money. But those stunt fliers of the time will tell you that the remuneration was nothing like what it was cracked up to be.

As evidence of the returns of the business, a year later Lindy barely mustered enough together to take advantage of a bargain sale of plains. This was in Americus, Ga., where the Army was disposing of some of the flying things which it had left over from the war. It is not on record that there was any great demand for them. There were airplanes something like the automobiles which pass for second-hand.

Bought Old Army Plane.

But there was an opportunity to be a proprietor, to be the owner of a director of a plane. So Lindy bought him one. It was a nondescript, a tattered old machine, but it was a plane and would fly. And by virtue of the transaction at Americus, it not only was flown by Mister Lindbergh, but it was owned by him.

Lindy loved the thing. And he learned to fly it as no one else could. He learned its touch, its eccentricities. You know how it is with an automobile that you have driven for a long time.

Well, Lindy and this plane did stunt flying all over the South. There is many a small town down that way that should recall them. He thrilled county fair audiences galore, all for a measly stipend.

The sense of ownership spurred Lindy's ambition. He cast around for

HUMAN BARRIER HALTS PROGRESS OF AUTO



Col. Charles Lindbergh's automobile was swamped by an admiring throng just before his departure from Croydon Airdrome, near London, for the United States Embassy. The crowd gave considerable trouble when the police attempted to open up a pathway for the automobile.

new fields in which to roam. There appeared about that time the international air races in St. Louis—October 3, 1923, to be exact. It occurred to Lindy that he might as well go there and show his stuff. Why not take some of these prizes, he thought. He went to the races, but no prizes he took. The Army and the Navy and the foreign countries had their best aviators there. Lindy was one of the "also rans." But while there he gained aeronautical prestige, because his fellow fliers realized that here was a man who knew something about the game.

Enters Army Air Force.

Early in 1925 the thought came to Lindy that he should acquire more of the technique of flying, more of the theory of the business. So he enrolled as a cadet in the Army aviation service and was sent to Brook Field, San Antonio, Tex.

It was like him to report for duty at San Antonio, Tex., in that Jenny which he had purchased. And it is a story of that flying school that after he had landed, an officer came out and saw the raggedy thing on the field and ordered it removed before some one would attempt to fly it and break his neck. Now "Slim," as he came to be called, had a pride in this thing in which he had spent so many hours in the air.

It was like a boy whose dog had followed him to school. He did not like to see it kicked about. He was hurt at the officer's attitude. So he walked out and got into the plane and took it into the air and did aerial things with it and came down and looked at the officer with an expression of "You see that?"

Goes to Kelly Field.

Well, to make a long story short, Lindy showed such aptitude at the Army school, a primary one, that even his explanation that he had been flying for three years did not diminish the amusement of his instructors. After a year he was sent to a flying finishing school, so to speak, at Kelly Field, San Antonio. And it was here that he was to have his first experience at jumping out of a parachute to save his life.

It was only nine days before he was to graduate from a flying school, March 6, 1925. He was engaged in a war maneuver at an altitude of 5,000 feet. His plane and that of one of his comrades became locked in a death embrace in mid air, and both his comrade and he calmly walked out on the wing and jumped. But let Lindy tell of this jump. He does it in a way that attests his simplicity, his matter-of-factness. It was an experience that made him a member of the Caterpillar Club, which no aviator seeks voluntarily to join, but which many have.

Membership is gained by the expedient of a forced jump from a plane by parachute and surviving it. The club, not incorporated and with no fanfare of publicity, gained its name from the manner in which caterpillars drop from trees. For Lindy it was the first of four jumps, this one at 5,000 feet, another at 13,000, another at 3,000 and one at 300 feet.

Reports on Parachute Jump.

Here is his report of it, made to his fellow members of the Caterpillar Club: "A nine-ship SE-5 formation, commanded by Lieut. Blackburn, was attacking a De Havilland 4-B, flown by Lieut. Russell Maughan (dawn-to-dusk pilot), at about 5,000-foot altitude and several hundred feet above the clouds. I was flying on the left of the top unit. Lieut. McCallister on my right and Cadet Love leading. When we nosed down on the DH, I attacked from the left and Lieut. McCallister from the right. After Cadet Love pulled up I continued to dive on the DH for a

short time before pulling up to the left. I saw no other ship nearby.

"I passed above the DH, and a moment later felt a slight jolt, followed by a crash. My head was thrown forward against the cowl and my plane seemed to turn around and hang nearly motionless for an instant. I closed the throttle and saw an SE-5 with Lieut. McCallister in the cockpit a few feet away on my left. He was apparently unhurt and getting ready to jump.

Ships Locked Together.

"Our ships were locked together with the fuselage approximately parallel. My right wing was damaged and was folded back slightly, covering the forward right-hand corner of the cockpit. Then the ships started to mill around and the wires began whistling. The right wing commenced vibrating and striking my head at the bottom of each oscillation. I removed the rubber band safetying the belt, unbuckled it, climbed out past the trailing edge of the damaged wing and, with my feet on the cowl on the right side of the cockpit, which was then in a nearly vertical position, I jumped backward as far from the ship as possible.

"I had no difficulty in locating the pull-ring and experienced no sensation of falling. The wreckage was falling nearly straight down and for some time I fell in line with its path. Fearing the wreckage might fall on me, I did

not pull the rip-cord until I had dropped several hundred feet and into the clouds.

Fell Face Downward.

"During this time I had turned one-half revolution and was falling flat and face downward. The parachute functioned perfectly; almost as soon as I pulled the rip-cord and risers jerked on my shoulders, the leg straps tightened, my head went down and the chute was fully opened.

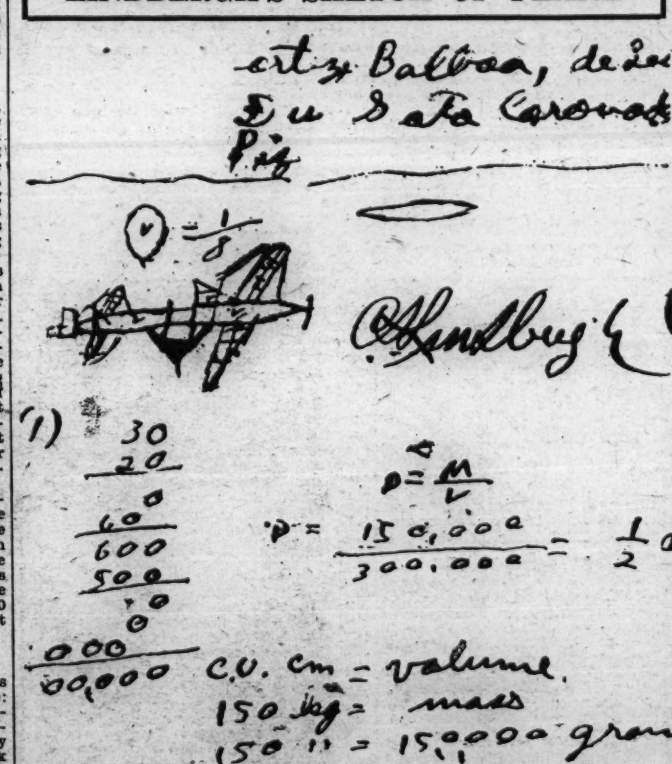
"I saw Lieut. McCallister floating above me and the wrecked ships pass about 100 yards to one side, continuing to spin to the right and leaving a trail of lighter fragments along their path. I watched them until, still locked together, they crashed in the mesquite about 2,000 feet below and burst into flames several seconds after impact.

"Next I turned my attention to locating a landing place. I was over mesquite and drifting in the general direction of a plowed field, which I reached by slipping the chute. Shortly before striking the ground I was drifting backward, but was able to swing around in the harness just as I landed on the side of a ditch less than 100 feet from the edge of the mesquite.

"Although the impact of the landing was too great for me to remain standing, I was not injured in any way. The

CONTINUED ON PAGE 4, COLUMN 1.

LINDBERGH'S SKETCH OF PLANE



This crude sketch of an airplane was drawn by Lindbergh as a boy, on a sheet of his grade school notebook, found in his Little Falls farm home. His signature, near the center of the page, scrawled in a boyish hand, indicates he was not ashamed of the plans, drawn while he dreamed of some day being a flier.

GOVERNMENT TO ISSUE LINDBERGH MAIL STAMP

Will Be of 10-Cent Denomination and Will Be Used in Air Service.

TO PICTURE HIS AIRSHIP

A special air-mail stamp, of 10-cent denomination, will be issued in honor of Col. Charles A. Lindbergh and his epoch-making flight across the Atlantic, Postmaster General New has announced.

The Postmaster General said in making public his decision: "The Post-office Department has neither awards nor medals nor authority for bestowing decorations with which to mark the appreciation and respect we hold for our air-mail pilot who has made such a notable contribution to the science of aviation. The only appropriate thing we can do is to issue a stamp in his honor."

The new stamp will not carry a portrait of Col. Lindbergh since the law prohibits the use of the portrait of a living man upon a stamp. It will have for its central design, however, a representation of his plane, "The Spirit of St. Louis," which so successfully carried him on his journey across the sea, and which to Lindbergh was the other half of "we."

Owing to the shortness of time the new stamp will not be ready for general distribution at the time of the flier's arrival in Washington but all records are expected to be broken by the Bureau of Engraving and Printing so that at least one print may be run off for presentation to Lindbergh.

The new stamp will displace the regular 10-cent air-mail stamp design now issued for issuance within a short time. They will be placed on sale first at the St. Louis, Mo., postoffice on the date of the Lindbergh celebration in that city. On the same day they will be available for the benefit of stamp collectors at the Philatelic Agency at Washington, and to other offices throughout the country as fast as production will permit.

Across the top of the stamp in white Roman letters will be the words "United States Postage," with the words "Lindbergh-Air Mail" directly beneath. At the left of the portrait of the airship will appear the coast line of the North American continent with that of Europe on the right side, with a dotted line depicting the course of the flight, beginning with the words "New York" and ending with the word "Paris." At the bottom of the stamp in shaded letters is the word "cents" and in both lower corners are the white numerals "10." The stamp will be printed in blue, the color of the present 10-cent air-mail stamp, and the same size 75-100 by 1 3/4-1 1/2 inches.

Lindbergh Restores American Breakfast

Paris, June 10 (By A. P.)—Capt. Lindbergh's sojourn in Paris at the American Embassy brought the good old fashioned American breakfast back into honor at that austere residence, it was revealed today.

Ambassador Myron T. Herrick, telling some of his friends of the culinary event, said:

"Through all these years that I have been here, I have become accustomed to French breakfasts of coffee and rolls, but when the boy arrived I decided he must have real hearty morning provender. It almost demoralized the French chef, but the servants did their darndest scouring the neighborhood for ham and sausages, cereal and grapefruit. I don't think the boy missed anything—except pie."

Letters and Messages Flood Mrs. Lindbergh

Detroit, June 10 (By A. P.)—So great has grown the flood of letters and telegrams of congratulations pouring in upon Mrs. Evangeline Lodge Lindbergh, mother of Capt. Charles A. Lindbergh, that she has been forced to abandon her intention of answering all.

She has read or hopes to read all of them and, in her words, "with a feeling of reverence," because "almost without exception, they bear the message 'I prayed for your son.'"

More than 1,000 letters and perhaps half as many telegrams have been delivered to Mrs. Lindbergh. Only one day this week she received 400 letters.

Beacon, 400 Feet High, Is Urged as Memorial

Chicago, June 10 (By A. P.)—A monument to Charles Lindbergh in the form of the world's highest tower atop which would be a million-candlepower beacon visible 300 miles away, has been proposed for Chicago by Edward N. Hurley, former chairman of the United States Shipping Board.

The tower would be modeled after the Eiffel Tower, which is 944 feet high, but would be nearly 400 feet higher. It would be a beacon for airmen.

The proposed structure would cost several million dollars, Mr. Hurley said in a letter to Mayor William Hale Thompson.

PILOT BECOMES MAIL SERVICE PIONEER

PARACHUTE JUMPS WIN "CATERPILLAR" STANDING

Leap From Test Plane at 300-Foot Altitude Endangers Lindbergh's Life.

STAYS WITH FALLING SHIP

(CONTINUED FROM PAGE 3.)

parachute was still held open by the wind and did not collapse until I pulled in one group of the shroud lines.

"During my descent I lost my goggles, a vest pocket camera, which fitted tightly in my hip pocket, and the rip cord of the parachute."

Lindbergh became a full fledged Army aviator March 15, 1925, when he was graduated at Kelly Field. Although he had been flying long before he went to the school this transformation from an Army cadet to a second lieutenant meant a lot to him. He had his picture taken in uniform. Then he went back to St. Louis and struck out for the West as a stunt flier again.

All this time Lindy was thinking that he should take a more serious view of the business which he had set out for himself. Stunt flying was all right as a means of livelihood but it had little to do with the advancement of either aviation or him.

So he came back to St. Louis in October, 1925, and sought employment with the Robertson Aircraft Corporation. He did not especially shine as an aviator here because there were not so many planes to fly. The corporation was mostly that and nothing else. What he did attract attention with was his weakness for riding a motorcycle at breakneck speed. Any recollections of him about this time would not be associated with flying, in fact, but rather as a man who was not content unless he was on a speeding motorcycle.

Inaugurates Mail Route.

It was but a few months, however, that the Robertson Corporation became ambitious. It went after a contract to carry the mail from St. Louis to Chicago. Lindy, along with Philip R. Love, who had been his classmate at Kelly Field, and Lieut. John Worthington, Army air service, was selected to survey the route. He did and his study was accepted. On April 15, 1926, he inaugurated the service, flying from Chicago to St. Louis and the next day after his plane had been formally christened by the 13-year-old daughter of Maj. Albert Bond Lambert, Myrtle.

"I christen you St. Louis," she said. "May your wings never be clipped." Love and Maj. C. R. Wassell, brother mail pilots, escorted him that day, and Lindy, or "Slim," as his fellow mail pilots called him, took up the business in which he was to engage until he was given an indefinite leave of absence for his New York-to-Paris flight. Slim was made the chief pilot. From the lanky, rustic boy who had first appeared before William D. Robertson, head of the corporation, he had developed into a very serious-minded young man.

As the air mail service knew Slim he was a very retiring young man, his principal companions being a hot dog and a real one. Slim would make a bee line when he arrived at Maywood Field, Chicago, from Lambert Field, St. Louis, for the hot dog stand, and he would do the same after he completed the reverse trip.

Pioneer in Postal Service.

Even now he was a pioneer in every sense of the word. For the air mail route had not been lighted by beacons. For many months Slim and his associates were to have nothing to guide them except the stars, often not towns, and such markers in the way of towers and cities that he could pick up.

But Slim was a man who believed that the mail should be moved daily, and adverse weather meant nothing to him. If it was possible for a plane to stay in the air, Slim took off with mail pouches and made his scheduled flight. He was fearless yet practical, his associates of that time will tell you. He was out of the show business, that of stunting for country fair crowds. Now he was in the extremely practical business of moving the mail from St. Louis to Chicago and from Chicago to St. Louis and he believed in doing it.

It was while engaged in this serious pursuit that he added to his membership in the Caterpillar Club. There were three more forced leaps from a plane in midair, one of them at a time when he was perilously near the ground.

This latter occasion was characteristic of his love for planes. To him they were not mere automatons to be abandoned in the air at their first show of temperance. They were to be petted, coaxed and handled with gentleness and skill for their own sake. Just because a plane became stubborn was no reason why he should let it crash to the ground and break its bulk into a thousand pieces.

Jumps in Test Flight.

He was not flying a mail-service plane at the time. There was a designer who had a contrivance which he wanted tried out. Slim essayed to do it for him. He took the new plane to a height of 2,500 feet and toyed with it, became acquainted with it, and when it responded as a good plane should, Lindy began to take it through the next stages to test its struts, its manner of handling itself under stress.

The thing went crazy at 2,500 feet, but Slim stayed with it. He fondled

LINDBERGH JOINS ARMY SERVICE AS FLYING CADET

26. AFFIDAVIT IN THE FOLLOWING FORM WILL ACCOMPANY APPLICATION FOR APPOINTMENT AS FLYING CADET.

State of Minnesota
County of Hennepin
Personally appeared before me, the undersigned authority for administering oaths, one Charles A. Lindbergh Jr., who deposes and says as follows:

1. I am (name) a citizen of the United States, and am a member of the Canadian race.
2. My legal residence is Little Falls Minn.
3. I was born at Detroit Mich. on the 4th day of February, 1905.
4. I am in good health, am feet 3 inches in height and weigh 165 lbs.
5. I am not married and have no persons entirely dependent upon me for support and no persons partially dependent upon me for support.
6. My education has been as follows: Attended University of Wisconsin, College of Engineering from Sept. 1920 to Jan. 1922.
7. My Military service has been as follows: One and one half years in U.S. Army, University of Wisconsin, summer camp at Camp Knox Ky. Rank of second lieutenant Sept. 1920 to Jan. 1922.
8. My Aviator (Professional) experience has been as follows: Aviator for two years.
9. I will accept, if I successfully complete the course of instructions as a Flying Cadet, a commission as a second lieutenant, Air Service Officers' Reserve Corps (inactive status), if such a commission is tendered me.
10. If, at the time I become eligible for appointment as a flying cadet and available for assignment to a school for flying training, I shall have less than two years to serve in my current enlistment, I will accept discharge therefrom and will immediately enlist in the Army for a period of three years, upon official notification that I am about to be appointed a flying cadet. If appointed a flying cadet I will not request to be released from flying training before completion of said course.

(Signature of applicant)

SUBSCRIBED AND SWORN TO IN MY PRESENCE THIS 29th DAY OF September, 1927

(Signature of official administering oath)

(Official capacity in which oath is administered, as "Notary Public", "Summary Court", etc.)

(See Reverse Side)

Lindbergh's first step toward becoming an aviator. His application for appointment as flying cadet in 1923.

it, talked to it and brought all of his flying ability into play. He did everything he could to keep the plane in the air. All the time the machine was bent on coming down. And down it came.

Suddenly, at an altitude of 300 feet, extremely dangerous for parachute jumping, Lindy decided that he had done about all to keep that plane in the air that any man could. So he jumped and he jumped quick. There was a question even then of whether there was enough distance for his chute to open. But, with that luck which has followed him, the parachute functioned perfectly, opening immediately Lindy left the plane.

It checked his fall enough to keep him from getting killed, but not enough for him to land comfortably. Instead, he landed in a field on his back, and with a heavy thud. When assistance reached him he was just getting to his feet, trying to recover his breath, and the blood was rushing from his nose. He had suffered a painfully wrenched back, but in a few minutes he was in the air again in another plane. To the designer of the ill-fated ship, he apologized.

"I stayed with it as long as I could," he said.

Again Forced to Jump.

On September 16, 1926, he had to jump again, this time from a mail plane which was lost in a fog over Maywood Field. Slim knew the field was thereabouts, but he could not penetrate it through the fog. He flew around and around until the last drop of gas was exhausted in his tank and the motor gave a kick and died. He came out of the machine at 5,000 feet and landed in a cornfield. His first concern was the location of his plane with the mail, which had fallen about 2 miles distant. With some solicitous natives of the countryside he found it.

CONTINUED ON PAGE 5, COLUMN 1.

Lost Flier's Mother Invites Aviation Hero

Chicago, June 10 (By A. P.).—The mother of a lost aviator today asked a pal of her son and his mother to be her guests when Mrs. Gertrude Coultier forwarded an invitation to Col. Charles A. Lindbergh and Mrs. Evangeline Lindbergh.

Eugene Coultier was one of three fliers who disappeared two years ago in the plane Malden Gertrude, which had been flown to Chicago from St. Louis by Lindbergh.

"He is a nice, plain boy who wants to live plainly," said Mrs. Coultier of Lindbergh, who was a two-day guest in her home when he brought the plane to her son.

Looking at Lindbergh

II.

By William T. Ellis

After victory, the triumph. Having been honored by kings, acclaimed by peoples, decorated by governments, and feted by the great, our ambassador of America's best self to the common heart of humanity, Charles A. Lindbergh, now is coming home to the land that made him what he is.

He has left behind overseas a substantial deposit of revived international good will toward America. In himself he has crystallized the conception of youth's possibilities. To a jaded and thirsty Old World he has offered a fresh draught of the elixir of life. Now he's coming home.

Having spurned the sordid side of success, and ignored all the mercenary motives and methods of life's lower levels he has given a vitalizing impulse to idealism. All the world has attended the school in which this self-forgetting youth has taught the old and indispensable lesson that there are greater goals than wealth. Now he's coming home.

After a revelation of the real greatness, which resides in simple genuineness and modesty; after having by his example rebuked the popular practice of posing and pretending; after having opened his sincere heart of good will for all the world to see of what sort true Americans are, now he's coming home.

Lindbergh was borne over sea and land on the eagles' wings of a people's prayers. High and low, religious and irreligious, church folk and prize fight devotees, were open and unashamed in their prayers to God for the safety of this adventurer of the ether. Seldom throughout the centuries has any one man embodied in himself such a concentration of the good will and supplications of so many people of such diverse sorts. In answer to the prayers of millions, now he's coming home.

As "the only son of his mother, and she a widow," Lindbergh made his flight a real "Mother's Day." Never did son or mother carry on more beautifully. All of the instinctive spirit of chivalry and family loyalty that is inherent in noble hearts has been quickened and glorified by this revelation of fine filial devotion. Every worthy mother and every true son feels debtor to Lindbergh. Now he's coming home.

Our ambassadors and other high officials, including the general of the American Army, were quick to sense that Lindbergh is a symbol of the American spirit. So, self-effacingly they stood beside and behind him, that all mankind might know that he rep-

resented his native land. In like spirit, the President, and the Capital's other great ones, honor themselves by honoring the youth who incarnates the genius of America. Now he's coming home.

Unspoiled, unpretentious, unselfish, the same single-eyed master of his calling who left us to become an argonaut of the air and to write a new page of history, Lindbergh returns to the welcoming hearts of those who know him best and who love him most. Bearing fearless laurels to lay at his nation's feet, the patriot-hero returns, with bursting heart and willing eyes, to receive the "Well done" of the America that owns and cherishes him. Now he's coming home.

Design for St. Louis Trophy Completed

Meriden, Conn., June 8 (By A. P.).—A tentative design for a trophy to be presented by the people of St. Louis to Col. Charles A. Lindbergh, is to be submitted via air mail by the International Silver Co., which has received an order for the trophy.

The idea is of a globe, supported by four columns, to bear in bas relief the continents of North America and Europe, linked together with the "Spirit of St. Louis" flying between. On the other side of the globe would be a picture of Col. Lindbergh. The trophy will be of 18-karat gold, hand chased.

Congratulations

COL. CHARLES LINDBERGH

THE PILOT OF "THE SPIRIT OF ST. LOUIS"

GEO. A. EMMONS
818 14th St. N.W.

Everything for Every SPORT

MILITIA'S RECORDS SING PRAISE OF NOTED FLIER

Missouri Guard Data Prove Officers of Regiment Were "Prophets."

HONEST AND DEPENDABLE

What manner of man is Col. Charles A. Lindbergh? Hundreds of thousands of words have been written of this young man since the "Spirit of St. Louis" took the air at New York, and his youthful features are familiar to people the world over through the rapid distribution of his photographs, yet with all the publicity one finds people asking: "Well, is all this true or is it merely publicity?"

There is one place where dispassionate, matter-of-factness reigns supreme; where imagination and the human-interest touch are barred from all consideration; where only the cold truth finds its way into type or print. In the official records of the Militia Bureau of the War Department is the record of Charles A. Lindbergh, 110th Observation Squadron, 35th Division, Missouri National Guard. The record dates from 1924, long before the New York to Paris flight was planned, and the statements appearing therein, matter-of-fact as the time, now have the necessary attributes of prophecy.

"Mr. Lindbergh is an intelligent, industrious young man, and displays an unusual interest in his work. This, coupled with his capabilities has led me to believe that he will successfully complete everything he undertakes."

Prophets often receive little recognition, but in the case of Capt. C. R. Wassell of the Missouri National Guard it is believed that honor is due. The above quotation is taken from a recommendation Capt. Wassell forwarded to the chief, Militia Bureau, in 1925, when the then Mr. Lindbergh was making application for commission in the National Guard of Missouri.

Accurate Appraisal Made.

The man whose name is known in every corner of the world today was appraised with a keen eye. The indomitable will which carried him on his 3,600 mile jaunt from New York to Paris in 1927 was evident in 1925, and made its way into the official records of the Militia Bureau of the War Department.

Col. Lindbergh first made application for flying training as an Air Corps cadet in September, 1923. His recommendations were accepted and he entered upon training at Brooks Field, Tex., in March, 1924, and at the expiration of one year was graduated as a flying cadet and commissioned as a second lieutenant in the Officers Reserve Corps.

As second lieutenant, Officers Reserve Corps, he was on active duty from July 5, 1925, to July 30, 1925. On December 7, 1925, he made application for a commission in the 110th Observation Squadron of the Thirty-fifth Division, Missouri National Guard.

In addition to the recommendation of Capt. Wassell, quoted above, other recommendations as to Lieut. Lindbergh's qualifications were submitted to the examining board. In these occur such expressions as: "ambitious, hard-working, intelligent," "honest, energetic and industrious," "honest, energetic, dependable," "a man of good moral habits and regular in all his business transactions."

With these personal recommendations and the record of his previous training before it, the board waived further examination, and upon its recommendation Second Lieut. Lindbergh, Officers Reserve Corps, became First Lieut. Lindbergh, 110th Observation Squadron, Missouri National Guard, on December 7, 1925.

Trained at Kelly Field.

Lieut. Lindbergh received his rating as airplane pilot after graduation from the Air Service Advanced Flying School at Kelly Field, Tex., on March 14, 1925, 1925.

Early in 1926 a vacancy in the grade of captain occurred in the 110th Observation Squadron in Missouri and

CONTINUED ON PAGE 11, COLUMN 1.



Point Patience

Restricted Summer Colony Near
Solomon's Island
Excellent Beach
Fine Fishing
Pier

Water System

Hotel Accommodations
Send for Free Descriptive Circular of Point Patience, a better class development on Salt Water.

Bauman & Heinzman
No. 1 Thomas Circle, M. 3500
Developers

FLIER'S \$2,000 SAVINGS IN FLIGHT FUND

LINDBERGH STAKED ALL
ON TRANS-OCEAN FLIGHTSupervised Each Step in Work
on New York-to-Paris
Plane in West.

SLIPS AWAY FOR LONG HOP

(CONTINUED FROM PAGE 4.)

and, with the authorities, arranged to get the mail on into Chicago.

Slim got his fourth Caterpillar Club chevron on November 3, 1926, when he jumped 13,000 feet near Bloomington, Ill. By now, it is gleaned from his reports to his superiors, he had learned to hold onto the rip cord ring of his parachute. It makes a good souvenir for these men who step out into the clouds and depend on a parachute to open and bring them safely to the ground.

There have been rumors of a New York-to-Paris flight for some time. In 1919 Raymond N. Orteig, millionaire hotel operator, offered a prize of \$25,000 for the flier to make the flight. He renewed it in 1924, but active preparations toward making the attempt did not get underway until early this year. Four men lost their lives in the subsequent attempts.

All the while there was a young flier out on the St. Louis-Chicago mail airway who was confident he could make the flight. It was one Charles A. Lindbergh, whom all this story is about. There were apparently insurmountable obstacles. Money had to be raised and the plane built.

There was the youthfulness of the pilot militating against his financial support. But if there was one man besides Lindy himself who was confident that he could make the flight it was Maj. Robertson, Lindbergh's commander. He definitely agreed with Lindy January 9 that he should have a chance at the great prize. Then Maj. Robertson set about to get the necessary financial support.

—St. Louisan Gives Aid.

He was just about to give it up and Lindy had become thoroughly discouraged when Maj. Robertson hit upon the idea of communicating with Harry H. Knight, a St. Louis aviation enthusiast. He enthusiastically entered into the project and got the support in turn of Harold M. Bixby, president of the St. Louis Chamber of Commerce, and Albert Ben Lambert, the noted balloonist. Each of them, including Maj. Robertson, put in \$1,000 and Lindy added \$2,000 which he had saved from his earnings as an air mail pilot. Then Bixby and Knight signed a note for \$15,000 and the financial support had been arranged.

Selection of the plane was left entirely in the hands of the flier. He went to New York and sought to get the Bellanca plane which has subsequently made a flight from New York to a place about 100 miles short of Berlin. This plane was withheld from him, mainly because of his insistence on making the flight alone.

Then Lindy telegraphed the Ryan Airways, Inc., at San Diego, Calif., instructing them to build him a plane for a transatlantic flight. He followed his telegram with a trip to San Diego, and there on February 28, his plane, the Spirit of St. Louis, began to take shape. Great secrecy was maintained and the other transatlantic aspirants made haste with preparations in New York.

Lindy remained with the plane throughout the course of its construction and until this day is the only one to have flown it. In 60 days it was ready for a test flight which Lindy made. It was designed by Donald Hall and built by Hawley Bowlus. It had a wing span of 46 feet and its length over all was 27 feet 3 inches. The plane's wing area was 320 square feet and it was driven by a Wright whirlwind air-cooled radial motor of 200 horsepower.

Plane Gauged for Speed.

The Spirit of St. Louis was gauged for a speed of 130 miles when flying light or 123 miles an hour with a full load. Its gas capacity was 450 gallons and its oil capacity was 20 gallons. Its load when it took off for Paris was 5,150 pounds. The plane itself weighed 1,950 pounds.

The Spirit of St. Louis was an inclosed plane, the pilot not being able to see ahead of him. A sliding periscope was installed in order that he might see ahead when making landings.

A few days prior to Lindy's hop-off from San Diego for St. Louis the word of his plans trickled through to the East, its whole attention focused on the anticipated hop-off at New York of two other planes.

Then suddenly on May 13 the Spirit of St. Louis dropped gracefully out of the sky onto the landing field at Roosevelt Field, N. Y. Two days previously he had hopped off at San Diego and come to St. Louis without a stop, making the 1,800 miles in the unprecedented time of 14 hours and 5 minutes. After resting and refueling, he came on to New York, flying the 900 miles in 7 hours and 15 minutes. He broke the transcontinental record and was the first flier ever to make the sole one-stop flight.

When the Spirit of St. Louis taxied to a halt at Roosevelt Field, the blonde-haired, gangling youngster with the inimitably shy smile stuck his head from the cockpit and announced that

LINDBERGH SPEEDS FROM BRUSSELS TO LONDON



The Spirit of St. Louis and Capt. Lindbergh high above the Belgian landscape as viewed from another plane.

when the weather cleared he was off for Paris.

The world began to sit up and take notice of him then. But it was hard to take him seriously. Yet the more his record was checked the more was learned about his flying ability. But a flight across the Atlantic by one man and in a "blind" plane such as the Spirit of St. Louis was inconceivable. It was, in fact, impossible, in the minds of aviation experts.

Every day Lindbergh came to the Roosevelt Field, tested his plane and studied the weather charts.

On the morning of May 20, Slim laid aside his weather charts, sent word to his mechanics at the field that the prospects looked good for getting away in a few hours and retired, asking that he be awakened in two hours.

So it came about that in the early morning hours of this historic May day Slim appeared at the field, studied the weather charts again and had his plane moved from its hangar to the runway on the other side of the field. Then he sat through a rain shower, and when the downpour had ended he climbed into the cockpit and said, "Let's go." And go he did. It was 6:52 Eastern standard time.

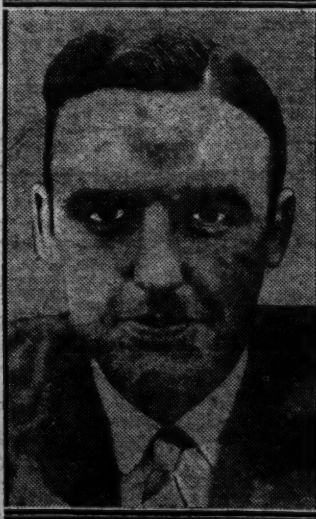
On he sped, throughout the day, up the New England coast line, and finally as the sun went down behind him he began to jump the series of water holes lying in the armpit of where this country and Canada come together. At night he bade the New Foundland shores adieu and sped out over the Atlantic and the world gasped its admiration and waited.

Lands at Le Bourget.

It waited throughout the next day and experienced every emotion that is known to man as reports finally placed him over Ireland—and finally after so many anxious hours of waiting and conflicting stories—at his goal. Le Bourget Field, France. He had broken all endurance and speed records, flying at the rate of 107½ miles an hour for the entire 3,600 miles, a total elapsed time of 33½ hours.

Then came the acclamation of the French, an acclaim that had been given to few men. Almost mobbed by frenzied admirers at Le Bourget he became the world's outstanding hero. He was feted by the high officials of the government and honors and decorations were heaped upon him. He was taken as a guest of the proud Ambassador Her-

BUDDY OF FLIER



AUSTIN L. GRIMES, mayor of Little Falls, Minn., a "buddy" of Lindbergh, and the youngest mayor in Minnesota, plans for a gigantic reception "back home" when the famous flier returns to Minnesota.

Log of Lindbergh's Flight

(By Associated Press.)

(Washington Time.)

MAY 20.

- 6:52 a. m.—Left New York for Paris.
- 8:05 a. m.—Sighted over East Greenwich, R. I.
- 8:40 a. m.—Sighted over Halifax, Mass.
- 11:25 a. m.—Reported over Metegham, N. S.
- 12:05 p. m.—Reported over Springfield, N. S.
- 12:50 p. m.—Over Milford, N. S.
- 2:05 p. m.—Passing over Mulgrave, Nova Scotia, and straits of Canse for Cape Breton.
- 4 p. m.—Cleared Nova Scotia at Main-Dieu, the easternmost tip.
- 6:15 p. m.—Passed St. John's, Newfoundland, and headed over broad Atlantic.

MAY 21.

- 7:10 a. m.—Cape Race, N. F., has wireless from Dutch ship that Lindbergh was 500 miles off Irish coast.
- 9 a. m.—Radio Corporation says its Paris office reports plane over Valencia.
- 9 a. m.—Halifax received a wireless dispatch that Lindbergh has passed over Valencia.
- 1:06 p. m.—Valencia, Ireland, government wireless says collier Nogi sights airplane near Dingle.
- 1:18 p. m.—Cork, Ireland, says civic guard reports Lindbergh plane passing over Smerwick harbor, Ireland.
- 2:02 p. m. New York—French Cable Company says official advices report Lindbergh over Bayeaux, France, at 8 p. m., French time.
- 2:30 p. m.—Reported over Cherbourg, France.
- 4:21 p. m.—Lands safely at Le Bourget field, Paris.

rick, for it was soon realized that this youngster out of the West had in his one stroke of courage and daring brought this country and France closer together than they had been for some time.

Virtually every country in Europe sought to honor him. He made flights to Belgium and England to receive the homage of the rulers and people of those lands and then made ready to come home where the people of his native land were already planning to welcome him as it had welcomed few men before.

His Government placed first a destroyer and then the cruiser Memphis at his disposal and it was on the latter that he finally left for home with the plaudits of the admiring French people still beating in his ears. He left Cherbourg June 4 and arrived in state six days later off the Chesapeake capes. A great armada of destroyers and planes went out to meet him and escort him to the bay and the following day he passed up the Potomac River, triumphantly, to be received by the President and the Nation to which he had brought such enduring glory.

LINDBERGH!

By THOMAS EMMET MOORE.
He sped above the white sea leagues,
For fame and honor flying;
Alone, he through aloneness flew,
All wrath of death defying.

Till, from the waiting fields of France—
Brave land of song and story—
He heard the voice of multitudes
Acclaim his country's glory.

He earned the clasp of kings, and wears
Their symbolized decorations;
But no award of kings or men,
No praise of plauding nations

May match his soul's deep happiness,
Or bring to him such bliss;
As when, at last, come safely home,
He feels his mother's kiss.

CAPITAL MAY GET
SPIRIT OF ST. LOUISHope Here Is to Place Airship
Among Historic Planes
at Museum.

The Spirit of St. Louis, the stanch monoplane that carried Col. Charles Lindbergh from New York to Paris without a stop, eventually may join the greatest array of historic planes in the world—the collection in the Smithsonian Institution here.

A cablegram asking that the plane be turned over to the Smithsonian Institution was sent to Lindbergh when he was in Paris. It was signed by Dr. Charles G. Abbott, acting secretary of the institution, who conceived the idea while Lindbergh was still over the Atlantic.

From any standpoint, scientific, historical or patriotic, there could be no more appropriate place for the Spirit of St. Louis than the aircraft section of the famous institution in the Mall.

The suggestion that the Spirit of St. Louis be turned over to the Smithsonian Institution was made in St. Louis, where reside the men who backed Lindbergh. However, it was coupled with an alternative suggestion, to wit, that the plane be placed on exhibition in Missouri as a stimulus to flying in the Middle West or be turned over to the Missouri Historical Society.

The cablegram sent to Col. Lindbergh at the American Embassy in Paris and signed by Dr. Abbott follows: "Smithsonian Institution congratulates you on glorious achievement. Hope that the Spirit of St. Louis will eventually join Langley machines, the NC-4, the Chicago, the Army Wright first plane ever owned by any government, and other historic planes in our United States National Museum."

Adverse Winds Keep
Los Angeles in "Shed"

Lakehurst, N. J., June 10 (By A. P.). All primed for its flight to see to greet Col. Charles A. Lindbergh, the dirigible Los Angeles was still in its hangar tonight, unable to take off because of winds sweeping across the great shed. It has been delayed more than 24 hours.

Although the winds have not been blowing at velocities much greater than 20 miles an hour, officers at the naval air station feared that the ground crew reduced by the recent dispatch of marines to China would be inadequate to remove the giant craft. Weather forecasters believed the breezes would abate some time before midnight.

Congratulations

and a

Hearty Welcome

to

Col. Lindbergh

America's
"Fearless Flyer"M. PASTERNAK
1219 CONNECTICUT AVE.Congratulations to
COL. CHARLES
LINDBERGH

Jimmie and his Staff
Welcome the
Fearless Pilot
JIMMIE'S BEAUTY SALONS

WELCOME TO
COL. LINDBERGH

The Man

Who Does Things

MORRIS PLAN BANK

1408 H St. N. W.

FEAT OF TRANSOCEAN FLIER STIRS MUSE

LINDY, LINDY

Words and Music by
DOK EISENBURG

VOICE

INTROD.

PIANO

1. From shore to
2. We hold our

shore there's a might-y roar. As the na-tions shout their
breath as he rac-es death, O-ver land and storm-y

joy, And their bea-cons bright flash through-out the
wave, And ea-ger hands in for-eign

night, For this one lone dar-ing boy.
lands, Give him wel-come of the brave.

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All at once there's a fish-ing fleet what a wel-come glo-rious sight. "Is

this the way to Ire-land?" "Sure, the fourth turn on the right." On your

lit-tle 'plane our flag you flew. Now the whole wide world

hon-ore you. you

Lindy, Lindy 3

CHORUS

Lin-dy! Lin-dy wing-ing your way.

All through the night. All through the day.

Fly-ing high, fly-ing low, through fog and rain, sleet and snow.

Gal-lant heart and spir-it bright on a one-man hop and a non-stop flight.

Lindy, Lindy 3

When Dok Eisenbourg, widely known song writer of Boston, bought a newspaper recording the feat of Charles A. Lindbergh and read while riding a street car to his downtown office—the dramatic story of the ocean spanner shouting to fishermen to ask the way to Ireland, he wrote the above verses on some scrap paper, composed the music in his mind and within an hour and a half had both in finished form. The next afternoon a Boston orchestra was playing the music and a singer was giving the public the catchy lines. Thursday the Marine Band played it at the White House when President and Mrs. Coolidge entertained the disabled veterans. Tonight it will be sung at the National Press Club's ceremonies in the Washington Auditorium and will be broadcast to the listeners-in who will be asked to join in the chorus.

LINDBERGH LEAPED TO FAME IN MONTH

Flights From San Diego to New York Centered Public Interest on Flier.

It was a little less than a month ago that the country first heard of the world-famous hero who is coming to Washington. The newspapers carried none-too-long dispatches saying that Charles A. Lindbergh had taken off from San Diego, Calif., for New York "to enter the contest for the \$25,000 Orteig prize."

Not much excitement was aroused by this announcement, but when the 25-year-old flier went to St. Louis in one hop and then, hardly stopping for sleep, went on to New York he became what newspaper men call "good copy." Even then, however, the public did not take him very seriously. Interest was centered on Commander Byrd and Clarence Chamberlin, who were expected to start the long journey to Paris. Days passed, and weather and lawsuits held the planes to the ground. And then, on the morning of May 20, the world woke up to find that Lindbergh was on his way. The rest is history.

\$25,000 Orteig Prize To Be Given Friday

New York, June 10 (By A. P.).—The \$25,000 prize offered by Raymond Orteig, hotel man, for the first nonstop flight from New York to Paris, will be presented to Capt. Charles A. Lindbergh at a breakfast to be given in his honor at the Hotel Brevoort June 17. It was announced today by Col. George W. Burleigh, on behalf of the trustees of the prize.

The presentation will be the final event on Capt. Lindbergh's New York schedule, taking place just prior to his departure for St. Louis.

Leaders of Nation To Greet Lindbergh

The President of the United States, a former President of the United States and a man who barely missed becoming President will do homage to Col. Lindbergh this afternoon.

While President Coolidge is pinning the distinguished flying cross on his breast this afternoon, Col. Lindbergh will be able to see former President William Howard Taft, now Chief Justice of the United States Supreme Court, and Charles Evans Hughes, who was nosed out for the Presidency by Woodrow Wilson and who later became Secretary of State. Both men have been invited to sit in the grandstand.

WHILE WAITING FOR Lindbergh to Pass

Along the Avenue

Purchase as a remembrance of your visit to Washington from our display of

Souvenir Novelties

Chinese Parasols

Brasses, Tapestries

Hand-Painted China

Kimonos and Slippers

Oriental Bazaar

1205 Pennsylvania Ave. N.W.

(On the Line of the Parade)

Worn Flying Suit Gift Of French War Ace

Paris, June 10 (By A. P.).—A second-hand flying suit was among the many gifts reaching Capt. Lindbergh at the American Embassy.

The sender was a French war ace who wore it in many battles. "It is lucky," he wrote, "for it brought him safely back from the war."

He asked Capt. Lindbergh to wear it, for it would protect him from danger.

When you want "Today's Results. Today," place a Classified Ad in The Washington Post. Just phone Main 3200.

Reporter's Son First Tot Named for Flier

The son of a newspaper reporter was probably the first child to be named for Col. Charles A. Lindbergh.

The baby was born about the time Lindbergh took off from New York. Its father, Carl W. Erickson, a newspaperman of Worcester, Mass., conceived the idea of naming the youngster for Lindbergh as soon as he heard about the take-off. When he heard of Lindbergh's landing in Paris he carried the idea into execution.

Start of Flight Like Going Into Death Cell

When Lindbergh was getting ready to take off for Paris the morning of May 20, newspapermen swarmed about him and pressed him for a statement.

"There is really nothing to say," the youth declared.

Later it was learned that he had told the police chief of Nassau that when he got into the cockpit of his plane, it would be like going into a death cell. When he landed at Paris, he said, it would be like getting a pardon from the governor.

Gee!

I'm sorry I can't invite you to have a meal at the Ritz—

Col. Lindbergh

But I hope to be ready whenever you come back to Washington.

The Ritz
A. DRESNER
Manager

719 9th Street Northwest



Woodward & Lothrop

In the Spirit of the Nation's Capital

Recognizes and Salutes
The Dauntless Courage

of the Pilot of

"The Spirit of St. Louis"

COLONEL CHARLES LINDBERGH

Lindbergh, as Boy, Studied In Schools of Washington

National Capital, With Minnesota and Missouri, Lays
Claim to Famed Aviator as 'Son,' Attended Eastern
High When Father Was Member of Congress.

Two States—Minnesota and Missouri—are claiming Col. Charles A. Lindbergh. Minnesota is his birthplace, and, in recent years, Missouri has been his home. Well may they claim him and fight over him—he is worth it!

At the same time, Washington can do some "claiming" itself. For it was here that Lindy—or "Cheese," as he was known here—spent the ten most impressionable years of his life. It was here that he got his preparatory education, and perhaps first felt the urge to fly.

John Claggett Proctor, who probably knows his Washington better than any other man, and who is now writing a complete history of the city, already has begun compiling material about the life of the Lindbergh family, so far as it concerns Washington.

Ancestors from Sweden.

Follows a paper that he prepared for the Association of Oldest Inhabitants of the District of Columbia:

"Charles A. Lindbergh, father of our celebrated ocean flier, was born in Sweden in 1859, and was brought by his parents to the United States in 1860. From the date of their landing in this country until 1881 the grandparents of the aviator lived on a farm near Melrose, Minn., and here their son, Charles, the elder, was brought up.

"School advantages at Melrose at that date were so limited that the education of the father of the world's greatest flier was necessarily neglected, and much of his boyhood life was given to hunting and trapping. However, as proof of the fact that it is hard to keep a good man down, he gave practically all of his time from 1881 to 1885, to study, attending Grove Lake Academy, in Stearns County, Minn., and Ann Arbor Law School, Mich., taking some literary studies at the same time, graduating from the law department in 1884.

Father Was Congressman.

"He later practiced law in his home State and was thus engaged when he was elected to the Sixtieth Congress, and it was this honor that first brought him to Washington in 1907.

"He remained in Congress until 1917, when he retired to run for governor of Minnesota, dying during the campaign, his successor from the Sixth Minnesota district being Harold Knutson.

"When Representative Lindbergh first came to Congress he permitted a sketch of himself to be published in the Congressional Directory, but after December of that year this was omitted as was likewise, for much of the time, his local address. For this reason he seems to have been a poor advertiser and besides was apparently very seclusive.

"In 1907, when he first came to Washington, we find him residing at 1831 V street northwest. In the following year he had moved to 1726 Willard street northwest.

Lived at Congress Jail.

"For his whereabouts after 1908 the city directory must be depended upon, and this gives his 1910 address as the Congress Hall Hotel, at New Jersey avenue and C streets southeast. Perhaps you recall that on the site of this hotel formerly stood several buildings owned by Thomas Law, the corner one

of which was his residence. Mr. Law had married Elizabeth Parke Custis, granddaughter of Martha Washington, and it was to their home that the first President paid visits when in this city.

"The Laws did not get along in perfect harmony, and ere long the property was leased to Conrad & McMunn for hotel purposes, and it was here that Thomas Jefferson resided while Vice President, and from here also that he marched with an escort to the Capitol to be sworn in as President in 1801, when, some folks say, he rode up the Avenue unaccompanied, hitched his horse to a paling fence and returned to the White House after the ceremony in the same democratic fashion; but, of course, this is an old fable.

"The next place we find Representative Lindbergh is at the Hotel Driscoll, First and B streets northwest, where he stopped in 1914. The directories do not give his address for 1915 and 1916, but during his last year in Washington he stopped at the Continental Hotel, corner of North Capitol and E streets.

His Reserve Inherited.

Young Lindbergh's reserve is undoubtedly inherited from his father, for of his service in Congress little is known. Indeed, had it not been for the fame recently achieved by his son, the fact, even at this early date, that he once served in the Nation's lower legislature would have been confined to his family and to a few limited friends.

"Like all members of Congress he had his committee assignments and undoubtedly rendered valuable public service, for in the Sixtieth Congress he was assigned to the committees on claims and Indian affairs. In the next Congress he retained his position on the claims committee, and, in addition, was assigned to the committee on levees and improvements of the Mississippi River. This latter assignment today, in view of the distressing flood, would, no doubt, be looked upon as a very important one.

"During the Sixty-second Congress he served on the claims committee and the committee on coinage, weights and measures, and during the two subsequent Congresses he was assigned to banking and currency.

Attended Eastern High.

"As to his social activities—if he had any—little is known, although he might freely have mingled with the elite, with so charming a wife as Mrs. Lindbergh appears to be from her photograph and from what we read of her.

"That Col. Lindbergh received much of his education in Washington there is little doubt. Besides attending the Friends School, he attended also the Eastern High School during the ten years his father served in the lower House.

The reception to be given Col. Lindbergh this afternoon, Mr. Proctor said, will go down in history with the grand review of 1865 and the reception to Admiral Dewey following the Spanish-American War.

"What a misfortune," said Mr. Proctor, "that the elder Lindbergh could not have lived to this day, and to have glorified with his own America and the rest of the civilized world over the unparalleled achievement of his son and namesake."

HOT DOGS ABSENT AT COOLIDGE FEAST

Lindbergh Mainstay in His
Transatlantic Hop Missing
From Menu.

From hot-dog stand to the dining room of the temporary White House—such is the gastronomical leap of Col. Charles A. Lindbergh.

The last place that Lindy ate before he climbed into the Spirit of St. Louis for his hop across the Atlantic was a hot-dog stand near Roosevelt Field. In fact, it was at this stand that he did most of his eating in the days before he took off.

How different at the state dinner in his honor tonight! The dining room of the Patterson mansion at Dupont Circle, where the Coolidges now live, is one of the most beautiful in the world. As for the food—well, it is hardly likely that anything so plebeian as hot dogs will be served.

Special Flying Cross Arrives for Air Hero

The first Distinguished Flying Cross, the one to be presented to Col. Charles A. Lindbergh by President Coolidge today, arrived at the War Department yesterday, from Philadelphia and is now in the hands of Maj. Gen. Robert C. Davis, the adjutant general.

The red, white and blue silk ribbon for the badge which is of an entirely new design, was made specially on a small hand loom. At the time of presentation, Col. Lindbergh will also be given the usual lapel button bearing the colors of the ribbon to wear on his civilian clothes, and a bar ribbon for his uniform when not wearing the cross.

Live, enthusiastic workers who are awake to today's opportunities will read our "Help Wanted" ad in the morning Post. Just phone Main 4205.

PLANE, NOT MEMPHIS, LINDBERGH'S CHOICE

Flier Wanted to Return to the
United States in His
Own Ship.

For a young fellow who once would have been happy to own a wheezing launch, it must be pretty nice to come across the ocean on your own private warship.

But, wonderful as it is, this is not the way Col. Charles A. Lindbergh wanted to return to America, according to advices from London. He wanted to fly back. When it came time to talk about going home, so the "inside story" goes, Ambassador Houghton called Lindy in and told him of plans to send him back on a warship.

But Lindbergh, according to the story, insisted that he go back as he had gone over—above the Atlantic and not on it. In the end, however, he "took orders" and agreed to come back on the Memphis.

Fredericka Bremer Honored in Sweden

Stockholm, June 10 (By A. P.).—A monument to Fredericka Bremer, founder of the woman's movement in Sweden, which has given all Swedish women the same rights as men, has just been unveiled in the Humlegarden Park here by Crown Princess Louise.

In 1849 to 1851 Fredericka Bremer visited the United States and much of what she had seen there she incorporated in her book "Hertha," published in 1856. Here for the first time she openly advocated the freedom of women to take up work outside the home. The book was criticized violently by the conservative press and the greater part of society.

WHERE AIRMAN STUDIED FLYING



Lindbergh made his first aerial observations from this tree on his father's farm at Little Falls, Minn. His love of birds and nature led him to construct the ladder from which he planted bird houses and then watched the activities of his feathered friends.

Lindbergh Trained Hard To Prevail Against Sleep

How Col. Charles A. Lindbergh trained himself to stay awake for long stretches was told by his pals in San Diego after he had landed in Paris.

While he was in the California city waiting for the Spirit of St. Louis to be finished Lindbergh used to take long walks out into the country, fighting off sleep for 30 hours or more.

A week before he took off for St. Louis he put himself to his most grueling test in going sleepless. One of his friends, who was driving an automobile, saw him plodding along a lonely road one morning and offered to give him a "lift" into town. Lindbergh thanked him and declined the offer.

On that occasion he remained awake for 40 hours on a stretch, 15½ hours longer than it took him to fly from New York to Paris.

The night before he took off for Paris Lindbergh went to a movie show. He then went to bed and took a nap of two hours.

WOMAN PILOT FLIES TO SEE CHAMBERLIN

Fraulein Rasche Hopeful of
Accompanying Him on
Munich Trip.

Berlin, June 10 (By A. P.).—To be in time for the dinner-dance given in honor of Clarence D. Chamberlin and Charles A. Levine by the American Club tonight and to pay her respects to the American aviators, Thea Rasche, Germany's only licensed woman air pilot sped to Berlin today in her Udet Flamingo stunt plane.

The moment she arrived at Tempelhof Air Field, she rushed to inspect the transatlantic plane over which she exclaimed enthusiastically while marveling at its smallness. As a compliment to the American fliers, Fraulein Rasche will perform flying stunts for their benefit on the occasion of their departure to Munich Sunday, such as looping, the loop and rolling. If her machine proves fast enough, she may accompany the American aviators on their flight.

"Chamberlin's achievement is simply fabulous," she exclaimed. "I have unbounded respect and admiration for his daring feat."

The German flier arrived here today from an aviation field day competition at Essen, where she captured three first prizes, one of them being for skill and another for speed.

When you need quick action on a worthy proposition, phone a classified ad to the morning Post and get "Today's Results Today." Just call Main 4205.

PRICELESS HONOR



Henry Miller Service.

The Langley medal, possessed by only three Americans and one Frenchman, all of whom are directly responsible for the development of aviation, has been awarded Capt. Charles A. Lindbergh by the Smithsonian Institution. Capt. Lindbergh, through the award, will take his place side by side with Wilbur and Orville Wright, Glenn H. Curtis and Gustave Eiffel, of France. The citation reads: "For his magnificent nonstop flight from New York to Paris." Chief Justice Taft will present the medal to Col. Lindbergh.

CITY BECOMES MECCA FOR FLIER'S ADMIRERS

Fully 200,000 Expected in the
Capital to Pay Homage to
Returning Hero.

STREETS ARE JAMMED

The influx of visitors which will augment the citizenry of Washington in paying homage to Col. Charles A. Lindbergh today and tomorrow became particularly noticeable last night. Judging from the increased traffic on the streets and from hotel reservations, fully 200,000 visitors will be in the city by noon today, when the festivities attendant upon the welcome get underway.

By air, boat, train and automobile the visitors poured into the city throughout yesterday, and the number arriving in automobiles was so great as to tie up traffic in the downtown streets last night. Though congested, the traffic was orderly and the crowd jovial.

Nearly all automobiles, both touring and local, were gayly decorated, virtually all of them bearing American flags, and many going so far in the decorative scheme as to have miniature airplanes strapped onto the tops.

The movement of visitors to the city is expected to reach its climax today, when half a dozen excursion trains from near and distant points will arrive. In addition to the thousands coming by train, police officials are taking precautions for the handling of heavy automobile traffic on arterial highways entering the city.

Interurban trains bound for Washington, due here throughout the morning, are expected to carry capacity crowds, all anxious to participate in the national welcome to Lindbergh.

Hotels and garages accommodating automobiles, report capacity crowds for the week-end. The hotels state that most of the reservations are for tonight and tomorrow, indicating that the throngs which will be found on the streets today will likewise be in evidence when the air hero makes his rounds tomorrow.

While authorities agree that it is virtually impossible to definitely judge the number of visitors to a city, it was generally predicted here last night that the population of the city would be augmented by between 100,000 and 200,000.

Invitation By Plane Asks Flier for Visit

An invitation to Col. Charles A. Lindbergh to visit Rochester, N. Y., was brought to Washington yesterday afternoon by airplane. A. H. Crapney and Gareth O. Clark brought the invitation in the latter's plane, landing at Bolling Field 6 hours and 15 minutes after leaving Rochester.

The invitation to Col. Lindbergh was signed by Martin B. O'Neill, mayor of Rochester, and expressed the admiration which that city feels for the first man to fly from New York to Paris.

Transocean Plane's Sister Ship Arrives

The Pride of San Diego, sister ship of the Spirit of St. Louis in which Col. Charles A. Lindbergh flew from New York to Paris, arrived in Washington yesterday afternoon after a flight from San Diego.

The plane is virtually identical with the Lindbergh ship and was built beside the transatlantic plane. It is owned by Capt. Frank Hawks, and brought Capt. and Mrs. Hawks and D. W. Campbell to Washington for participation in the Lindbergh welcoming ceremonies.

Flier Is Honorary Bricklayer.

New York, June 10 (By A. P.).—Among other things Col. Charles Augustus Lindbergh is a bricklayer. Honorary membership was voted the flier by Subordinate Union 37, of the International Union of Bricklayers, and he will receive an engraved membership card.

Graduate
McCormick Medical
College
Eyes Examined
Glasses Fitted
DR. CLAUDE S. SEMONES
Eyeglass Specialist
409-410 McLaughlin Bldg.
10th and G Sts. N.W.

WELCOME LINDBERGH!

Yours for traveling equipment on land or sea or air.
Aviators' purses for ladies.

Reynolds

Trunk and Bag Co.
1333 F Street N.W.

Flight From New York Narrated by Conqueror

Project First Considered at St. Louis, Lindbergh Says—
Never Saw a Ship in All the Time He Flew
Over the Atlantic—Ice Fields Seen.

Col. Charles A. Lindbergh's own story of his New York to Paris flight, as related before the American Club in Paris, was reported by the Associated Press as follows:

"Gentlemen, I am not going to express my appreciation of the reception I have had here from Paris and the French. I would be unable to do so in words. But I will tell you a little about the flight from New York, and I believe you will be more interested in that than anything I can say, because I am not used to public speaking.

"We first considered this project last fall in St. Louis. We had one of the most successful air races there that has ever been made, so we decided to organize a flight, and at that time the Atlantic flight from New York to Paris seemed to be the greatest achievement we could consider—although there are other projects that would be greater—also because a flight from New York to Paris meant a good deal to us.

"There is no other country after America in which we would rather land than France, and I believe the name of the plane itself, Spirit of St. Louis, was meant to convey a certain meaning to the people of France. I hope it has.

Single Motor Chosen.

"There was a good deal of consideration of the type of plane to be used in the flight, but the single-motored was considered the best. And the reason for not carrying an observer was that we could carry more gasoline without one. It was impossible to miss the coastline of Europe, but we might have missed the coast of France by a few hundred miles if we had not carried enough fuel.

"The order for the plane was placed in San Diego. The motor of this plane is, I consider, one of the best types made in America. The record of the Wright motors is greater than that of any other type.

"After visiting San Diego, I awaited favorable weather conditions in the United States to make the flight to New York. It was during that time that the immortal Frenchman, Nungesser and Coll, left France, and, as I have said before, on a much greater flight from France to America, because they were knowingly going into greater difficulties on account of wind and weather than from America to France.

Tied Up Four Days.

"Unfortunately, they probably met on the western coast with as bad weather conditions as ever existed.

"For four days I was tied up in San Diego awaiting clearer weather to go to New York. Finally we left San Diego one evening, flying over the mountains during the night, and arrived in St. Louis. Then from St. Louis we went to New York.

"In New York we were again delayed by weather conditions, and it was necessary to check the motor and plane, but nothing beyond inspection was done either to the motor or the plane.

"The machine had already done 6,200 miles—over 61 hours. I think this demonstrates the reliability of the commercial motor of today and demonstrates also the reliability of planes of modern construction.

"We finally decided to leave New York, upon receiving fairly good weather reports, and after working on the plane and making ready for the flight, we left New York at 7:52 in the morning (Friday, May 20.) (Lindbergh habitually refers to himself and his plane as "we.")

"Weather conditions were satisfactory over Newfoundland, but after leaving the coast it was necessary to fly over 10,000 feet high because of alect.

Saw Large Ice Floes.

"Then at night we flew over 8,000 to 10,000 feet, but in the day time we plowed through the fog. We finally picked up a course definitely about 3 miles north of the point on the west coast of Ireland which we had hoped to reach.

"I want to say that the fact that

we came within 3 miles of that point was an accident. Had it been 25 miles, it might have been navigation.

"During the entire trip, I saw no ship at any time. The first trace of a human being was a small fishing boat, probably 50 miles from Ireland. Several hours after leaving Newfoundland I saw the lights of one boat. There were large ice fields.

"My time is very short now and I believe I will be unable to tell you more of my flight at present. I hope I haven't taken up too much of your time as it is."

'LINDY' HAD 27 CENTS IN FLIGHT TO PARIS

Potential Wealth Now Stands
at Figure Well Over
\$1,000,000.

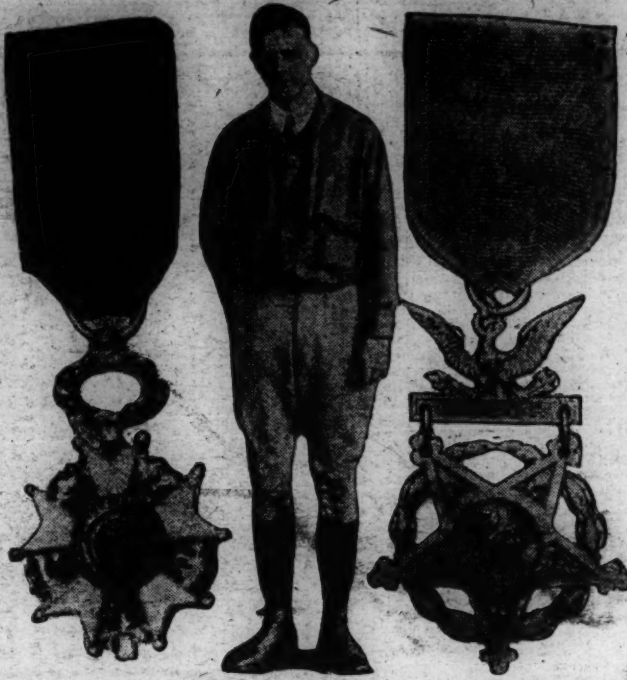
Col. Lindbergh had 27 cents in his pocket when he landed at Le Bourget Field in Paris. The chances are that he still has those 27 cents, for it is not on record that he has been allowed to spend anything.

Today the young flier's potential wealth is well over \$1,000,000. He could earn that much in the movies or on the vaudeville stage, but nobody who knows him expects that he will. As a

matter of fact, to do so might be poor economics. He, himself, has said that it would cheapen him to accept such offers. By refusing to exhibit himself

in such fashion, he will retain his dignity, and, at the same time, no doubt, keep the value of his services and his name at par.

FRANCE HONORS LINDBERGH



Left—Cross of the Legion of Honor presented to Col. Lindbergh by France. Right—Congressional Medal of the United States, which, it is expected, Congress will award the flier.

ST. LOUIS HOLIDAY SET FOR SATURDAY

Greeting to Air Hero Will Be
Extensive One; Business
Houses to Close.

St. Louis, June 10 (By A. P.).—In honor of the return home of Col. Charles A. Lindbergh, Saturday, June 18, will be declared a municipal holiday and business houses will be urged to close for the day, Mayor Victor Miller announced today.

Lindbergh is expected to arrive by airplane from New York about 3:30 p. m., Friday, but the welcome ceremonies proper will begin at 11:15 a. m., Saturday with a parade headed by the flier in an automobile with the mayor.

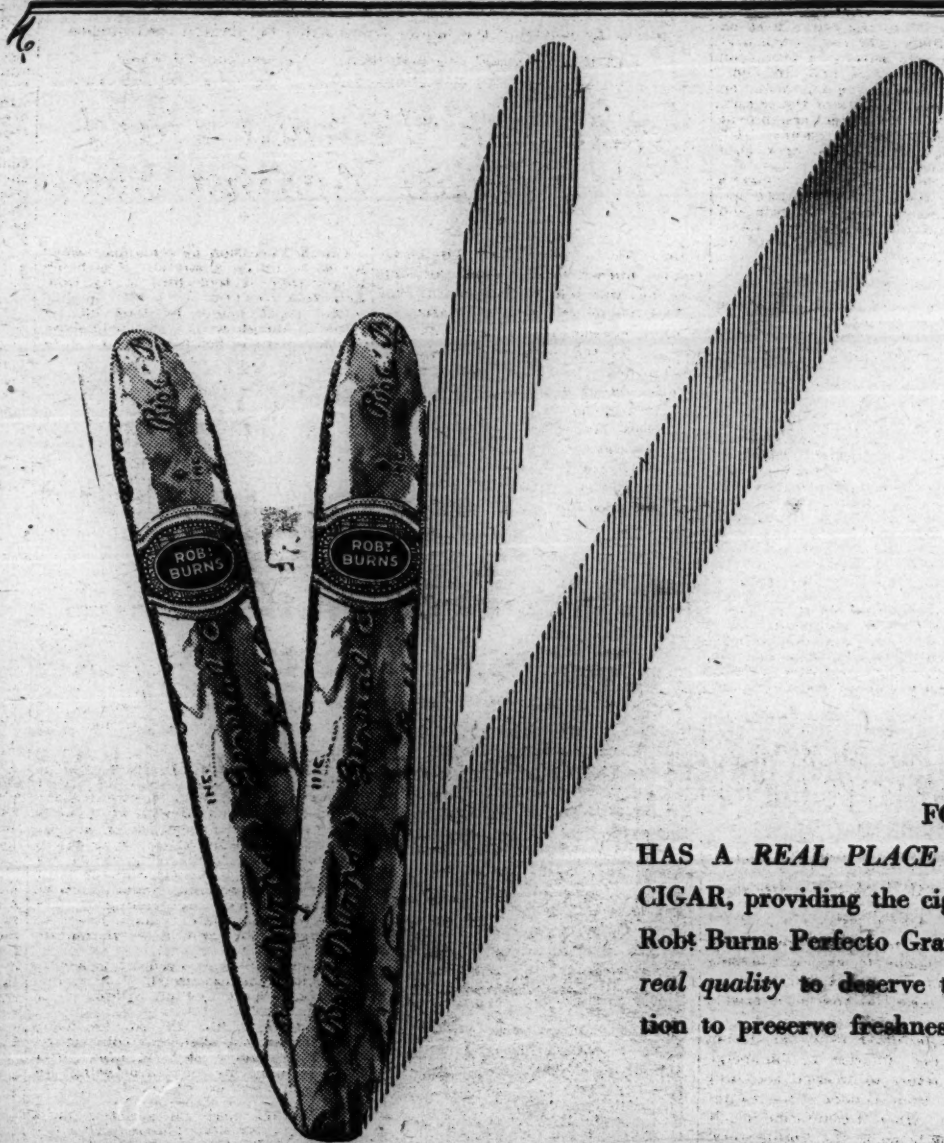
At 1:15 p. m., Lindbergh and his mother are to be honored guests at a private luncheon at the Coronado Hotel. At 3 p. m. the flier is to participate in raising of the world's championship pennant before opening of the Giants-Cardinals game. At 7 p. m. he is to be honored by a formal public dinner at the Hotel Chase at which 1,500 plates will be laid.

A program for Sunday is being arranged at Forest Park, where it has been suggested that Lindbergh's plane be placed on exhibition.

Lindbergh Boulevard Named.

Philadelphia, June 10 (By A. P.).—A highway, 5 miles long, today was named Lindbergh boulevard in honor of the transatlantic flier by official act of the committee of public works. The boulevard extends from a point in West Philadelphia to the Delaware County line.

People who seek desirable rooms and apartments in good locations read Post Classified Ads. Phone your ad today to Main 4205.



FOIL WRAPPING
HAS A REAL PLACE WITH A FINE
CIGAR, providing the cigar . . . like the
Robt Burns Perfecto Grande . . . has the
real quality to deserve this extra precau-
tion to preserve freshness and full flavor.

Robt Burns — Perfecto Grande

THE MANAGEMENT
of the

HOTEL
ROOSEVELT

Wishes to Extend
Congratulations

to

COL.
LINDBERGH

and

WELCOMES HIM
To His Native Land

10¢

And identical in quality
are Robt Burns . . .

STAPLES

Perfecto-shaped

PANATELAS

Long, graceful, free-smoking

2 for 25¢

FULL Havana Filler
as is every Robt Burns
size and shape

MEMPHIS' GOBS WORSHIP OCEAN AVIATOR

SAILORS ON SHIPBOARD WON BY LINDBERGH GRIN

"First Human Being We've
Had on This Ship in a Long
Time," They Declare.

TAKES MESS WITH CREW

By J. CK. GLENN,
Fathe Representative Aboard the U. S.
S. Memphis.

Aboard the U. S. S. Memphis, June 10.—Capt. Charles A. Lindbergh stepped aboard the United States cruiser Memphis at Cherbourg on the late afternoon of June 4, and while bands played and boatloads of French admirers cheered vociferously, 888 American gobs eyed him suspiciously as he crossed the deck to the quarters of Commander D. V. Bagley, which he was to occupy for the voyage. The gobs were willing to admit that Capt. Lindbergh was the newest international hero, that he was a competent and courageous aviator, and that he deserved all of the adulation which his feat had brought him. But was he human? or did he have clay feet?

Capt. Lindbergh settled that question before he had been aboard the cruiser more than 10 seconds. As he came up the gangplank his eye swept down the long line of marines and bluejackets, and he grinned that infectious and naive grin which had so endeared him to the French and English, and even to the skeptical newspaper reporters who had watched him take off on that momentous morning when his gray monoplane soared toward the rising sun on one of the most daring expeditions ever taken by man. The gobs did not grin back, because that would have been subversive of military discipline, but every man of them warmed to the aviator immediately.

Most Human of Guests.

"Shucks!" said a grizzled old seadog, "he's just a kid; but some kid!" he added, reflectively.

This portion of the American Navy, which is now steaming up the Potomac to land her noted passenger at the American Capital, where his people are to welcome him as one of the truly great of history, has had many famous guests in her cabins and at the mess tables of her officers.

Spanish princes and grandees, princes of the blood from Greece and Scandinavia, kings, writers, generals, admirals and philanthropists, and many of them have been popular and have met the scantily bestowed favor of the gobs. But none has ever been so popular with the enlisted personnel as Capt. Lindbergh. As one of the warrant officers phrased it, he "is the first human being we've had on this ship in a long time."

The French gave Capt. Lindbergh a royal send off when he boarded the ship which was to carry him to his native land and adulation such as he never dreamed of in the days when he was tinkering with motorcycles and riding a dipping parachute out of a mail plane. Cheers that could be heard for miles split the air when the admiral's barge, pulled out from the Cherbourg docks with Lindbergh sitting in the stern sheets, and along-side hovered boats of all sorts, filled with whooping, howling crowds of admirers, overhead airplanes circles, the roar of their engines adding to the din, with half a dozen brass bands attempting in vain to be heard above the lusty shouting of the crowd, the noise of the aircraft, and the tooting of thousands of whistles.

Homeward Voyage is Begun.

A few moments after Capt. Lindbergh had landed and been escorted by a detachment of officers to the commander's quarters, the Memphis flung out homeward bound pennant and set sail across the broad Atlantic bearing America's favorite son of the moment, the hero of the hour, Cherbourg finally became a tiny speck of smoke through which lights glittered, but for more than an hour five seaplanes circled the cruiser, bearing France's final good-by message to the boy who had slept in an ambassador's pajamas and captured a nation with the glory of his grin and the modesty of his bearing after an exploit that rang with daring and courage.

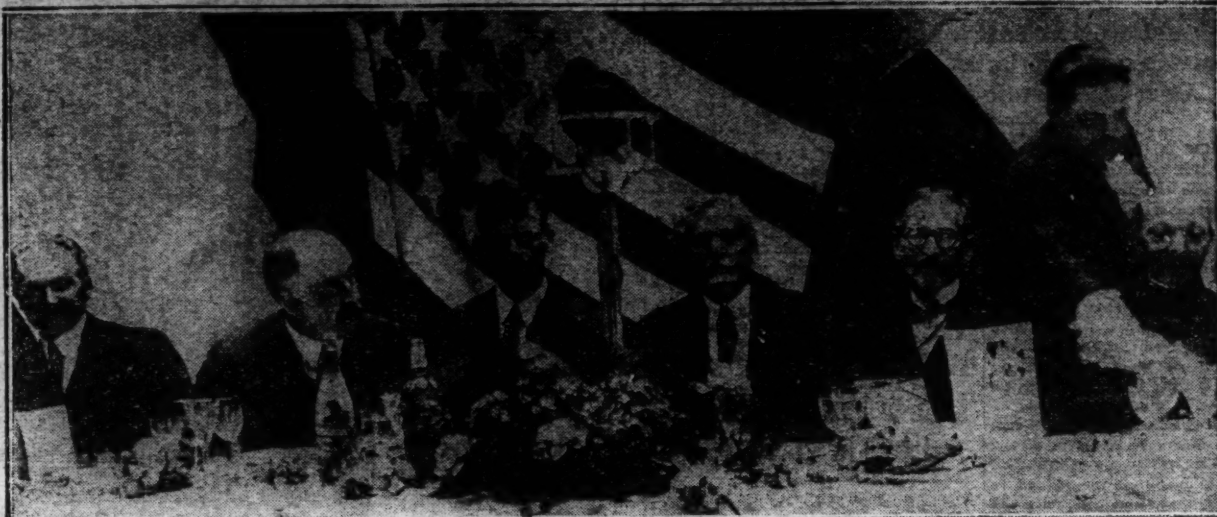
While the gobs were captured by the famous Lindbergh grin, they did not wholly belong to the captain, after the whole-hearted manner of gobs, until the second day out. This was on Sunday, and a report came that Clarence Chamberlin and Charles A. Levine had left the foggy shores of Long Island and were speeding through the skies over the course first traversed by Lindbergh.

The best place to sight the Bellanca plane, if she was to be sighted at all, was obviously from the crow's nest, but the nest is an uncomfortable place, and the gobs were divided in opinion as to whether the captain would attempt it. Naturally, when they saw him there with binoculars a little while later, eagerly scanning the sea for signs of Chamberlin and Levine, they were quite visibly impressed, for many of the crew who had been aboard five or six years had never been in the crow's nest.

Takes Airplane Photographs.

A few days later Capt. Lindbergh mounted to a yard arm, where he clung precariously while he took airplane photographs of the heaving decks of

TRANSOCEAN FLIER HONORED AT AMERICAN CLUB IN PARIS



Honored at a luncheon of the American Club in Paris, Capt. Lindbergh refused to drink wine except to sip at his glass when a toast to his mother was drunk. In this picture are Raymond Orteig, donator of the prize money, and Ambassador Herrick.

the Memphis. During this early period Capt. Lindbergh apparently had a good time. The photographers and reporters who had come aboard with him agreed not to bother him for two days, and the hero was able to move about without being constantly posed before a lens or being requested to give his opinion of this, that and the other thing.

Meanwhile, he was being handsomely entertained by Commander Bagley, Vice Admiral C. H. Burrage, Capt. H. E. Lackey and the remainder of the 39 officers of the ship, who did the best they could without grog. Apparently it was enough, for on the second day out Capt. Lindbergh looked better than he had at any time since he landed in France.

Much of the tired look had gone from his eyes, the circles underneath them had vanished, and he grinned his way along the Memphis from bow to stern. To the great delight of the gobs he apparently did not realize that they knew who he was, and when it was suggested that they would like to have him eat in their mess he naively inquired if they would not mind having a stranger eat with them. He could not know that there was much discussion in quarters as to whether Capt. Lindbergh was being properly entertained by the officers, and so the men feared that he might not be having a good time, in which case he might talk after he got ashore and give their beloved ship a bad name.

Gets Sea Legs Soon.

Very little rough weather was met with during the voyage, and what there was apparently affected Capt. Lindbergh no more than it did the oldest sailors. He got his sea legs after the ship had been out a few hours and thereafter handled himself aboard the Memphis with the same ease and confidence that characterized his mastery of his airplane. Also he grinned, and never lost his modest bearing, even when it was brought home to him that he had become the idol of the 880 gobs who are notoriously slow to acknowledge heroes. Day after day he was photographed in every conceivable position, for when their two days had expired the photographers dogged his footsteps from dawn till twilight.

Because the ship's officers knew that every man aboard the Memphis would like to see the hero at close range, Capt. Lindbergh was taken each day on a tour of inspection, down into the engine room, where the hard-boiled stokers stared at him in admiration, and into other quarters of the ship where sailors toiled manfully that the Memphis might reach America with her precious cargo intact. Later arrangements were made for Capt. Lindbergh to eat at a different mess each day, so that officers and men alike might hear him talk and listen to the golden words as they dropped from his smiling lips. He finished eating with the officers' messes, and then came the turn of the crew.

Mess Nineteen Gets Flier.

There was much excitement as to which of the crew messes would be the fortunate one to first have a meal with the great hero. Finally it became known that Mess Nineteen had won the coveted honor and there was much talk among the gobs, while those who belonged to the mess went about with their chests pushed out and their attitude almost unbearably offensive toward their less fortunate fellows. Later the men of the mess gathered their mates about them and delivered the verdict.

"Just like a 'gob' he was," said another grizzled old seadog. "You would have thought he was a gob, the way he acted. No airs or nothing. But good manners, mind you; he knew all about forks and things. And boy, how he did eat! Looks like he'd soon fill up that long length of him if he eats like that all the time."

And so it went. Nobody who ever boarded the Memphis has been so popular as young Capt. Lindbergh, who, by the way, is never so called by the gobs. To them he is Charlie and Lindy, and occasionally Lucky Lindy. And tonight a proud and happy crew is pushing the Memphis rapidly toward the shores of America, happy that they have seen the great hero and proud that they are able to deliver him safe and sound to Washington, where an adoring nation will worship this young god of the air and bow in humble thankfulness that at last he has come home to them.

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LINDBERGH'S HOMETOWN CELEBRATES



A colorful parade featured a celebration at Little Falls, Minn., in honor of Capt. Charles Lindbergh, hero of the New York-Paris non-stop flight, who lived there when a boy.

Boston to Capital Flight Brought Aviator \$2,000

While all of Washington's thoughts and efforts are being devoted to the honoring of the Nation's air hero for his spectacular flight across the Atlantic, it is recalled that sixteen years ago the Capital was engaged in rewarding another air pioneer, Harry N. Atwood, the Boston flier, who made a record flight from the Massachusetts city to Washington.

What, by comparison with Lindbergh's flight seems but a pygmy task, was in those days a marvelous feat, and in recognition of Atwood's daring and skill in making the trip citizens of Washington raised a fund of \$2,000 with which to reward him and recompense him for three airplanes which he used up in his flight.

Atwood had made a flight from Boston to New York and representatives of the Washington Chamber of Commerce went there and urged him to come on to the Capital, according to a story appearing in The Washington Post of July 21, 1911. Atwood agreed to the flight and started on the trip. He was compelled to use three planes in the flight, finally landing with the third one on the White House lawn

after circling the Washington Monument.

For his efforts he was presented with a gold medal by President Taft and was given a luncheon by the Chamber of Commerce. C. A. M. Wells and C. C. Mayer, however, thought that the appreciation of the Capital City should take a more substantial form and they consequently launched a movement to raise a purse of \$2,000 for the flier. The fund was raised readily, in strange contrast to the difficulties which the Lindbergh reception committee encountered in raising the \$15,000 deemed necessary to defray the expenses of the present welcome.

In return for the \$2,000 Atwood, in a

statement to The Post, agreed that he would "repeat his daring circles about the Washington Monument made last week and give an exhibition of spiral glides, banking and sudden dips."

WELCOME!
COLONEL CHARLES
LINDBERGH

Grand Palace Parlors

Home of

Personal Appearance

1403 H St. N.W.

A FULL PAGE PORTRAIT

of

COL. CHARLES A. LINDBERGH

In Beautiful Rotogravure

Will Form the First Page of the
Rotogravure Section of

THE BIG SUNDAY EDITION

of

THE WASHINGTON POST

WELCOME!
COL. CHARLES
LINDBERGH
UNITED CORSET
SHOP OF AMERICA
1301 G St. N.W.

PLANE THAT BRIDGED SEA WAS BUILT IN SIXTY DAYS

Ryan Monoplane Designed
and Assembled at Plant
in San Diego.

LINDBERGH MADE TESTS

Sixty days were required to build Ryan monoplane used by Col. Charles A. Lindbergh in his transatlantic flight, which will live forever in the history of this Nation. The craft was built in San Diego, Calif., and has been flown by no one but "Lucky" Lindbergh.

Twenty-four hours after Lindbergh went to San Diego and announced his intention of attempting a flight to Paris, the plans for the plane were drawn up. B. F. Mahoney, of the Ryan Airplane Co., and C. G. Peterson, assistant to the president of the Wright Aeronautical Corporation, supervised the building of the famous craft.

Lindbergh, like an anxious child awaiting the purchase of a new toy, stayed on the ground and daily watched the completion of the plane, which fate had decided would carry him to everlasting fame. When the plane was completed and ready to be flown, Lindbergh made the first and testing flights and since that time no one but himself has occupied the cockpit. The test flights, according to Mahoney and Peterson, revealed that not a single alteration was necessary.

The engine decided upon was a "Wright Whirlwind," the same engine used by Chamberlin and employed by Commander Byrd. The engine, a regular stock model, is air cooled, has nine cylinders of the radial type, which are placed like the spokes of a wheel and has 225 horsepower.

The air cooling of the engine saves much weight. The engine uses approximately a gallon of gasoline every 10 miles and one pint of oil an hour.

Probably the most unusual feature of the plane is the queer cockpit. The pit is inclosed completely and pyralin windows are provided in the doors on each side and directly overhead. The main gasoline tanks, located between the pit and the engine, obscure a forward view but a special periscope device is installed to permit forward vision along the left side of the plane.

This periscope consists of two 45-degree mirrors suitably mounted and reflects the image on the instrument board directly in front of the pilot. The periscope can be extended on the left side of the plane or can be drawn in out of the way. The periscope is fair for gliding to a landing, but when the ship is pulled back and about to settle, the pilot is practically blind.

The fuselage is of welded steel tubing and is braced according to the conventional method, but the tubing appears to be of small diameter and welded throughout. The rudder controls employ flexible cable and by a hand lever mounted on the left side of the cockpit, provision is made for adjustment of the horizontal stabilizer. The engine is mounted on a ring formed from the steel tube and the mounting is built separately of steel

MILITARY RECORDS PRAISE LINDBERGH

(CONTINUED FROM PAGE 4.)

Lieut. Lindbergh was appointed to fill the vacancy. In the recommendation accompanying his papers appear the phrase: "Conscientious and efficient in the performance of his duties." When he was given his physical examination for flying to qualify him for promotion, the flight surgeon, Lieut. M. L. Green, Medical Corps, who conducted the test, which is the most exacting required in the Army, stated in his summary: "He is purposeful, yet quick of reaction, alert, intelligent, congenial."

Lieut. Lindbergh got his promotion to captain on July 13, 1926, and by virtue of that commission in the National Guard of Missouri, was promoted to captain in the Officers Reserve Corps on November 22, 1926.

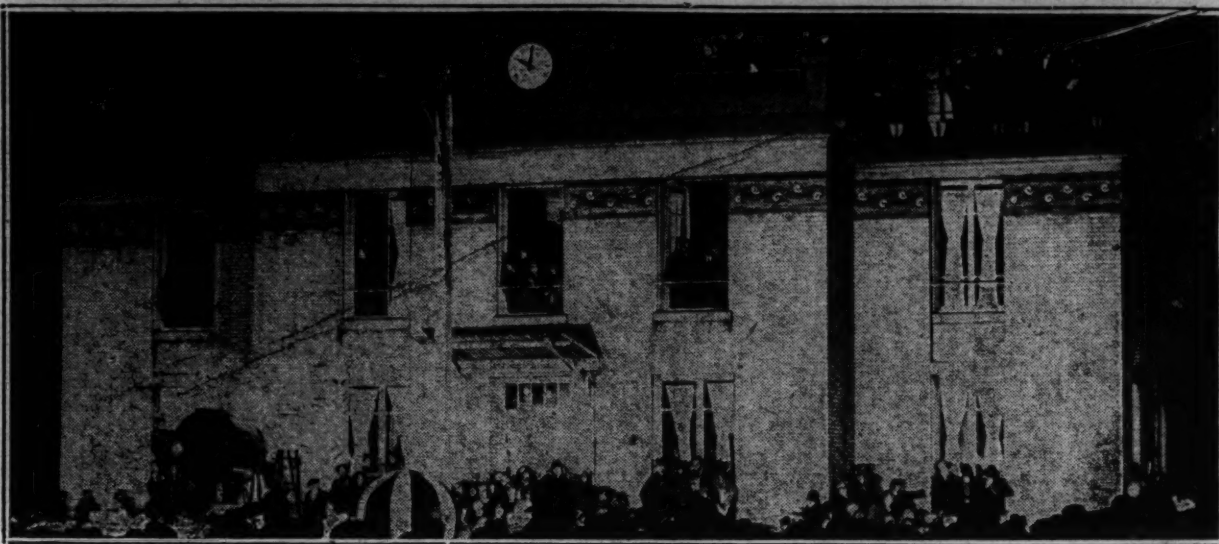
Aviators are required to take a physical examination every six months, and on March 17, 1926, Capt. F. C. Venn, Medical Corps, expressed himself regarding the to-be-famous young officer as "satisfactory, stable, serious, frank, modest, alert, deliberate." He has, since his famous flight, been promoted to colonel by the Governor of Missouri.

There has arisen a host of people who belong to the "I told you so" club, and another host who belong to the "I knew him when" club; but those who recorded their observations and beliefs in the official National Guard records two years before the great adventure may lay claim to the only charter membership.

Col. Charles A. Lindbergh not only proved his courage, initiative, technical qualifications and physical strength by his flight across the Atlantic, but in his difficult role as "Flying Ambassador to Europe" he has proved to be "alert, intelligent, stable, serious, frank, modest and deliberate." We often pass by the obvious. In the light of recent events it seems strange that those who placed their observations in the records should not have realized that this man was destined for greatness. A man who possessed all the qualities recorded as making up the real Charles A. Lindbergh could not be a failure.

Facts and figures, statistics in the National Guard records, may not make interesting reading as a general rule, but you can not write interesting facts about a man whose examination questions can only be answered by the use of superlatives.

TWENTY-ONE MINUTES BEFORE END OF LINDBERGH'S FLIGHT



A crowd of thousands thronged Le Bourget Field awaiting the arrival of Charles A. Lindbergh from New York. Photograph shows the Administration Building at the field. It is 10 p. m., 21 minutes before the flier landed.

First Trip Across Ocean, In 1492, Took 69 Days

(By the Associated Press.)

Here are some other nonstop transatlantic flights that furnish high lights in the history of travel as selected by the National Geographic Society:

Columbus—Sailed from Palos, Spain, August 3, 1492, arrived at San Salvador October 12; time elapsed, 69 days.

Pilgrim Fathers—Sailed from Plymouth, England, September 6, 1620, arrived Cape Cod November 19; time elapsed, 74 days.

Dreadnaught, Yankee Clipper Ship—Sailed from New York June 15, 1859, arrived Cape Clear, Ireland, on June 27; time elapsed, 12 days.

Savannah, first steamship to cross Atlantic—From Savannah, Ga., to Liverpool, leaving Savannah May 24, 1819, crossing in 27 days.

Great Eastern, famous early steamship—Sailed from Needles off Southampton, England, June 17, 1860, arrived New York June 28; time elapsed, 11 days.

Mauretania—Sailed from New York to Cherbourg September, 1924; time elapsed, 5 days, 1 hour and 49 minutes.

Zeppelin Dirigible ZR-3 (later Los Angeles)—Sailed from Friedrichshafen, Germany, October 12, 1924, arrived Lakehurst, N. J., October 15; time elapsed, 81 hours, 17 minutes.

British biplane (Alcock-Brown)—Took off at St. Johns, N. F., June 14, 1919, arrived Clifden, Ireland, June 15; time elapsed, 16 hours, 12 minutes.

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tal of space is now, but it must be tremendous, because the young flier's activities have continued to be "page-one stuff" ever since he took off, 21 days ago.

Trains Named for Air Hero.

Cleveland, Ohio, June 10 (By A. P.).—More honors for Lindbergh. The Pennsylvania Railroad announced at its division headquarters here today that two of its crack trains, "The St. Louisian," westbound, and "The New Yorker," eastbound, would be known hereafter under one name as "The Spirit of St. Louis."

ACCOUNTS OF FLIGHT FILL MANY COLUMNS

More Than 300,000 Articles in Newspapers Two Days After Arrival.

It is doubtful if even Rockefeller, were he obliged to pay straight advertising rates, could buy the space that has been devoted to Col. Lindbergh by the newspapers of the world.

Two days after Lindbergh landed in Paris a newspaper clipping agency in New York announced that his feat had taken up 27,000 columns of newspaper space—a world record for such a short period of time. There were more than 300,000 news articles. There is no calculating what the to-

First Naval Flier Here for Lindbergh

Lieut. Comdr. G. C. Sweet, U. S. N., retired, Waterloo, N. Y., first officer of the Navy to fly, arrived here yesterday, to greet Col. Charles A. Lindbergh, transatlantic flier, when he arrives in Washington today.

"I think Col. Lindbergh's accomplishment is the greatest individual feat ever performed," said the navy's first flier who made a flight with Wilbur Wright in his original plane at Fort Myer, Va., and College Park, Md., in 1908. The plane stayed up a half hour.

GREETING OF ADMIRERS RETURNED



Col. Charles A. Lindbergh with Ambassador Houghton and military aid, acknowledges the ovation given him by the English upon his arrival from Paris at Croydon, England.

ORTEIG PRIZE DONOR LATE FOR LANDING

Finds Lone Wolf of Air Had Ended Flight on Reaching Paris.

The one man who probably was most eager to see Col. Lindbergh land at Le Bourget Field missed seeing that historic spectacle by fifteen minutes. The man was Raymond Orteig, whose offer of a \$25,000 prize started most of the talk about a New York-to-Paris flight. Orteig, who is a New York hotel man, was in the south of France when Lindbergh took off from New York. Hearing of Lindy's departure, Orteig immediately caught a train for Paris.

Arriving in Paris after experiencing some very poor train service, Orteig jumped into a taxicab and started for the flying field. He was about half way out when he heard that Lindbergh had landed, so he turned back. Later he met the flier and stated that he felt "much lighter." The thought that many men might lose their lives before a New York-to-Paris flight was accomplished, he said, had been a severe strain on his conscience.

Press Exhibit Invites Fliers.

New York, June 10 (By A. P.).—Invitations to Col. Lindbergh, Clarence Chamberlin and Charles A. Levine to inaugurate the International Press exhibition at Cologne, Germany, in May, 1928, as the guests of honor of the exhibition, were sent by wireless today by Dr. Ernest Esch, president of the exhibition.

Welcome Home

Col. Chas. A. Lindbergh

The Fearless Pilot

Your dash and valor in successfully crossing the Atlantic has everlastingly endeared you to the hearts of your countrymen.

National Electrical Supply Co.
1328-1330 N. Y. Ave. N.W. Phone Main 6800

FATHER'S BOOK VISIONS ACHIEVEMENT OF FLIER

Volume, Written in 1917, Told
of Great Mechanical
Advances.

SENATE PAGE HAS COPY

Fourteen years ago, while a member of Congress, the father of Col. Charles A. Lindbergh wrote a book on "Banking and Currency and the Money Trust," and in the preface prophetically visioned just such an event as the epoch-making transatlantic flight which made his son world famous.

The elder Lindbergh wrote the book in 1913. It was published in Washington by the National Capital Press Co. Before leaving Congress in 1917, Representative Lindbergh gave a copy of his book to Richard Langham Riedel, veteran Senate page, then 8 years old.

Representative Lindbergh, in presenting the book to Riedel, remarked that he was probably too young at that time to understand the principles expounded in the book, but urged Riedel to "keep it with my compliments."

Following Col. Lindbergh's transatlantic flight, Riedel recalled the gift from Lindbergh's father and started to read the book. The first few words in the preface, Riedel discovered, visioned just such an event as the transatlantic flight of the author's son. It says:

"We live in an age of mechanical devices and have the use of methods by which the natural elements are harnessed and made use of, and it is natural that men shall look forward to the time when the people themselves will secure the full benefit of all these things."

Telegrams for Lindbergh Total More Than 32,000

More than 32,000 telegrams of congratulation had been received for Col. Charles A. Lindbergh over Western Union wires at 12 o'clock last night, according to officials here. There was no sign of a let-up in the steady flow of messages, and officials expected that the force of 38 picked men handling Lindbergh greetings, exclusively, would continue work throughout the night at unabated speed.

The telegrams are from virtually every city and town in the United States, and every province in Canada has its representation. In addition, there are many cablegrams from Europe and other parts of the world. Reports from company officials in various centers of the country lead telegraph officials here to believe the flow of messages will continue throughout Saturday and Sunday.

A vast number of telegrams take a religious turn, there being hundreds in which the sender said he or she had prayed for hours while Lindbergh was on his flight.

There was one telegram from the 8-year-old son of a well known aviator who recently lost his life in a Navy flight, which congratulated Lindbergh on his successful attempt, and especially upon his safe return.

More than 1,000 messages have been received thus far for Mrs. Evangeline Lindbergh, mother of the aviator.

There was one message from Minneapolis, 15,000 words in length and signed by 5,000 individuals, including the most prominent in the community. Another message from the Frisco Lines Club of St. Louis contained 2,000 individual signatures.

Roma Victim's Widow Sees Daughter Die

Omaha, Nebr., June 10 (By A. P.).—Mrs. Mabel E. McNally, who was at Langley Field, Va., when her husband was killed in the crash of the airship Roma in 1922, yesterday stood by the bedside of her daughter, Margaret, 6, and watched her die, the victim of an automobile accident.

Margaret was struck by a car as she was hurrying to a neighborhood store to buy groceries. Mrs. McNally's husband had been commissioned to write a book on the construction and the scientific and technical advances of the Roma. His wife saw the machine when it crashed.

Tour Bureau Shows "Lindy's" Motor Twin

A duplicate of the Wright Whirlwind air-cooled motor which carried Col. Charles A. Lindbergh across the Atlantic to Paris is on exhibition at the touring bureau of the American Automobile Association, Seventeenth street and Pennsylvania avenue northwest.

The motor on display by the A. A. A. is an exact reproduction of Lindy's motor and may be seen from 8 a. m. to 10 p. m. daily. A similar motor was used by Clarence Chamberlin in his Bellanca when he flew to Germany.

Lindbergh Carries \$10,000 Insurance

Charles A. Lindbergh, hero of the New York to Paris flight, carries a converted Government insurance policy for \$10,000. His mother, Mrs. Evangeline L. Lindbergh, is named as beneficiary.

The records show that Lindbergh obtained the policy on June 28, 1924, while a flying cadet at Brooks Field, Tex. In March, 1925, he graduated at Kelly Field, Tex., and was commissioned a second lieutenant in the Air Service Reserve Corps.

MONOPLANE WHICH CARRIED LINDBERGH ACROSS



The Spirit of St. Louis, Lindbergh's plane.

NINE SUSPECTS HELD IN "CON" MAN SEARCH

Police on Lookout for Crooks
Here to Prey on Throng
Greeting Air Hero.

Nine men, from widely scattered sections of the United States, were taken into custody early this morning by a special squad of headquarters detectives assigned to be on the lookout for pickpockets and confidence men during the Lindbergh celebration.

All of the men told the detectives that they were salesmen and came here to sell novelties to the celebration crowds. They were charged with investigation and held without bond in the First and Third precincts until their records are investigated.

They were arrested by Detectives Edward Kelley, George Darnall, Thomas Sweeney and Joseph Waldron who have been ordered to check the operations of pickpockets and confidence men during the celebration. The detectives were scouring the streets for suspects all last night and early this morning.

The men arrested last night told police they were George Young, of Philadelphia, Pa.; Eugene Gutman, of Chicago, Ill.; Robert Douglas, of Irwin, Pa.; Abe Werner, of Reading, Pa.; Harry Kelley, no fixed address; Nathan Borowitz, of Boston, Mass., and Louis Singer, Maurice Platt and Julius Silverhart, of Pittsburgh, Pa.

Lindbergh to Get Sport Franklin Car

When Col. Charles A. Lindbergh is through with the strenuous tour of receptions and parades he will drive a new Franklin sport sedan equipped with an air-cooled motor.

The offer of this car was cabled to him while he was still in Paris by H. H. Franklin, president of the Franklin Automobile Co., and was immediately accepted with a cable of sincere appreciation. Arrangements are being made to present the car during Col. Lindbergh's stay in New York following his initial reception in Washington.

Return Hawaii Flight Is to Be Attempted

Albuquerque, N. Mex., June 10 (By A. P.).—Chester Tallmadge, an aviator who served with the Royal Flying Corps for sixteen months during the World War, has announced his intention of attempting a round-trip flight from San Francisco to Honolulu next month. F. D. Gibson, New York oil man, is the principal backer of the project.

He will try to win both the \$25,000, offered by James D. Dole, of Honolulu, for a flight to that city, and the \$50,000 offered by the San Francisco Chamber of Commerce for a round trip from that city to Honolulu.

Flier "Shy, but Sweet," U. S. Girls in London Say

New York, June 10 (By A. P.).—Shy, but sweet was the combined estimate of two American girls who saw Col. Charles A. Lindbergh in London.

"He is the sweetest thing," said Miss Elizabeth Robinson, daughter of Theodore Douglas Robinson, Assistant Secretary of the Navy. Miss Robinson saw the flying colonel at the American Embassy.

"He is very shy and reticent," declared Miss Pauline Polk Day, who could not see the ocean conqueror at the English derby on account of the crowd, but saw him later at a restaurant. Misses Robinson and Day returned from England today on the Mauretania.

The Mauretania passengers had plenty to talk about, mostly aviation. The Cunard liner had a close-up of the Columbia as it flew to Germany. The 684 passengers were still talking about sighting the Columbia when the ship docked.

Texas Couple Come Here, Honeymooning in Plane

Honeymooning in the sky is the unique experience of Capt. and Mrs. Frank M. Hawkes, late of Houston, Tex., and Tampico, Mexico, who arrived here yesterday in the "Pride of San Diego," a sister ship to that in which Col. Charles A. Lindbergh made his hop across the Atlantic.

Capt. Hawkes met Miss Edith Bowie, whose father is somewhat of a lumber baron in the Southwest, while he was an aviation expert in Mexico. Miss Bowie had lived most of her life in Tampico. The two were married several weeks ago in Houston, Tex. Leaving his bride for a few days, Capt. Hawkes went to San Diego, where the plane awaited him. The plane was officially christened "Pride of San Diego" by the Chamber of Commerce. The captain then returned to Houston for his bride. The two have flown from Houston to Washington, with a number of stops en route, in the plane.

All Iowa to Unite In Chamberlin Day

Des Moines, June 1 (By A. P.).—Clarence Chamberlin's home State is preparing to honor him with an "all Iowa-Chamberlin Day." Military maneuvers will be held in honor of the intrepid flier, a gubernatorial reception tendered him and the rank of brigadier general by special gubernatorial execution conferred on him, if the proposed plans go through.

Much depends on Chamberlin's ability to come to Iowa. His mother said that "it would be up to Mr. Levine, a good deal, whether Clarence can come, but I hope he does."

Mrs. Chamberlin promised that when she meets her son in London she would talk to him about the proposed return to his home State.

LEGION OF HONOR



This cross of the Legion of Honor was pinned on Capt. Lindbergh by President Doumergue of France in recognition of his achievement in flying from New York to Paris.

Their plane attracted much attention at its stopping places, as it is the only replica of Lindbergh's plane in existence. With a few exceptions the "Pride of San Diego" is the exact duplicate of the "Spirit of St. Louis."

The Lindbergh plane has a wing spread of four feet more than Capt. Hawkes' plane and the captain's plane has a cabin for five passengers instead of the enormous gasoline tanks in the Lindbergh plane. The Hawkes' plane is painted gold, while the Lindbergh plane is painted silver.

Capt. and Mrs. Hawkes are stopping at the Mayflower Hotel. They expect to accompany Col. Lindbergh on his flight to New York Monday. In fact, Capt. Hawkes has offered to lend his plane to the colonel if any accident mars his plans to fly the "Spirit of St. Louis."

They expect to enter the "Pride" in the Ford reliability tour.

NUNGESSER SEARCH WILL BE REPEATED

First Flight Over the Ragged
Newfoundland Coastline
Reveals no Clew.

St. John's, N. F., June 10 (By A. P.).—Undismayed by his first day's failure, Maj. F. Sidney Cotton was eager today to renew his air search for Capt. Nungesser and Francois Coll, missing French transatlantic fliers, who are believed to have met disaster somewhere near this island.

Maj. Cotton flew his big monoplane, the Jeanne D'Arc, over the jagged coastline and rugged interior of the huge wedge of land including this city, Harbor Grace, 25 miles northeast, and the southwestern shore tip of Placentia Bay, 120 miles to the south.

From scattered communities in this area came persistent reports of a humming airplane and varying accounts of strange explosions and troubled motors on May 9, the day the French fliers were due to reach this side of the Atlantic.

The relief plane spent three hours in the air in the late afternoon, but could discover no trace of wreckage or any other clew.

Flight From Manila To U. S. Is Offered

Manila, June 10 (By A. P.).—Capt. Fabiano Bugarin, a reserve officer of the United States Army, today offered to fly from Manila to San Francisco if the Philippine Government or private backers would supply him with a plane. Capt. Bugarin has been flying for several years for the Bureau of Agriculture, here, in its work against locusts.

Ten-Mile Speed Limit Set for Lindbergh's Car

Throughout Col. Charles A. Lindbergh's stay in Washington the aviator who drove his airplane across the Atlantic at the rate of 100 miles an hour will not be permitted to travel faster than 10 miles an hour.

Police escorts of the flier will hold him down to this speed limit at the request of the citizens' reception committee in order that as many persons as are along his route may have an opportunity to get a good look at him.

Police officials would personally prefer that Col. Lindbergh travel through the streets as rapidly as possible in order to prevent the assemblage of crowds about his automobile. Throughout his stay here Col. Lindbergh will have a squad of fourteen motorcycle police with him wherever he goes. They will ride in front, beside and behind the automobile in which he travels.

FLIER'S AERO ON VIEW ON RIVER TOMORROW

Spirit of St. Louis Will Be
Placed on Barge Near
Hains Point.

Col. Charles A. Lindbergh has approved a plan whereby the public of Washington may view his plane tomorrow, the Navy Department announcing that after arrival of the Memphis, the Spirit of St. Louis will be taken to the Naval Air Station in Anacostia and assembled there. Tomorrow, it will be placed on a Navy barge, which will be towed off Hains Point and anchored in sight of the point.

Forty-four Navy planes will participate in the aerial escort for Col. Lindbergh into Washington today. Twenty-two pursuit planes from the Naval Air Station at Hampton Roads, Va., and from the Marine Flying Field at Quantico, Va.; sixteen torpedo planes from Hampton Roads, Va.; six observation planes, and the Navy's dirigible Los Angeles will maneuver over the ship as it approaches the city.

Naval aircraft will maneuver on the left hand or Virginia side of the Memphis during its progress up the river, until it reaches the mouth of the Anacostia River, at which time the boundary line for Navy aircraft becomes the north or Washington bank of the Anacostia River, and craft will maneuver north of there. The Naval planes will maneuver at an altitude of 2,000 feet and above.

German Air Route Extended to Persia

Berlin, June 10 (By A. P.).—The German Lufthansa (Commercial Airplane Transportation Co.) announced today extension of the Berlin-Moscow route to Teheran, Persia, through an agreement between the Russian Air Transit Co. and the Persian National Airplane Co., enabling Persian planes to fly as far as Baku on the Caspian Sea. Thus passengers will be able to go from Berlin to Teheran by changing planes twice—at Moscow and Baku.

The Lufthansa also announced the opening of the Breslau-Berlin-Stockholm route. The time for this journey by air will be nine hours, whereas by ship and rail it takes 3½ hours.

Maj. Beires Missing On Flight From Para

Buenos Aires, June 10 (By A. P.).—A dispatch to La Nacion from Para, Brazil, says there has been no news from the Portuguese aviator, Maj. Sarmiento Beires, since he left Para Tuesday for the West Indies, on his return flight to Lisbon by way of the United States. The Portuguese consul is said to be arranging to send out a searching steamer.

Maj. Beires flew from the west African coast across the southern Atlantic to the Island of Fernando do Noronha, off the Brazilian coast, in March. From the island he flew to the South American mainland.

Boy Scout Brings Letter to Lindbergh

Bearing a letter of congratulations to Col. Charles A. Lindbergh from his schoolmates in Oneida, N. Y., William Humphrey Ryan, a Boy Scout and honor student of the Oneida High School, arrived here yesterday. He will present the letter to Col. Lindbergh.

Young Ryan is the grandson of John T. Ryan, junior vice commander of Kit Carson Post, G. A. R., and is stopping at his grandfather's home, 759 Seventh street southeast.

Lindbergh Backers See Dwight F. Davis

Harry H. Knight, Harold Bixby and J. J. McAuliffe, members of the group of St. Louis business men who promoted Col. Charles A. Lindbergh in his transatlantic flight, conferred with Secretary of War Davis yesterday regarding the welcome of Col. Lindbergh in St. Louis, Sunday, June 19.

Secretary Davis will attend the celebration and present Col. Lindbergh with a colonel's commission in the Army Air Corps Reserve.

Zionists Recognize Levine for Flight

The Hague, June 10 (By Jewish Telegraph Agency).—Recognition for Charles A. Levine for his part in the nonstop transatlantic flight from New York to Germany has been expressed by the Dutch Zionist Federation. The federation has inscribed Levine's name in the Golden Book of the Jewish national fund.

If shoes pinch or feet ache—
are tired and sore—
just shake
**ALLEN'S
FOOT-EASE**
The Antiseptic
Shoeing Powder
into
Your Shoes!
At Drug and Toilet Goods Counters

Welcome Home Col. Lindbergh

WITH deep admiration of your great contribution to the advance of aviation, with as deep admiration for your service as an unofficial ambassador to sister nations, we welcome you home from your history-making flight to Paris We are proud of your great triumph in air navigation We are proud of your genuine man-to-man diplomacy We welcome you as a skillful aviator . . we welcome you as a diplomat fostering international good will . . and we welcome you as a brave, spirited and modest man and countryman

THE B. F. GOODRICH RUBBER COMPANY
AKRON, OHIO



ON THE SUCCESSFUL NON-STOP FLIGHT TO PARIS OF COLONEL CHARLES A. LINDBERGH, HIS RYAN MONOPLANE, "THE SPIRIT OF ST. LOUIS," WAS EQUIPPED WITH GOODRICH SILVERTOWN TIRES

COMDR. RICHARD E. BYRD TO AWARD GOLD MEDAL

North Pole Flier Will Honor
Lindbergh for National
Geographic Society.

RIVAL TO PAY TRIBUTE

Commander Richard E. Byrd, first to fly across the north pole, has been designated to notify Capt. Charles A. Lindbergh of the award to him by the National Geographic Society of the Hubbard gold medal.

Thus Byrd, whose ambition to fly first to Paris, was set aside by Lindbergh, will formally notify his successful rival of the award which Byrd himself received at the hands of President Coolidge a year ago this month.

Dr. Gilbert Grosvenor, president of the National Geographic Society, extended the invitation to Byrd to notify Lindbergh of the award. The notification will take place at the National Aeronautic Association breakfast Monday morning, which will be attended by a small group of America's most famous fliers.

The Hubbard gold medal is America's highest award for exploration. Only seven men have received it in the 39 years of the National Geographic Society's history, including Peary, Shackleton, Stefansson and Bartlett. The inscription reads:

"Awarded by the National Geographic Society to Charles A. Lindbergh for his heroic service to the science of aviation by his solitary flight from New York to Paris May 20-21, 1927."

Van Orman and Aid Winning Balloonists

(By the Associated Press.)

The National Aeronautical Association yesterday officially credited W. T. Van Orman and his assistant, W. T. Norton, with the victory in the recent national balloon race which started from Akron.

They flew the entry of the Akron Chapter of the Aeronautical Association, covering 718 miles before landing one mile southwest of Hancock, Me.

English Barges Asked To Chesapeake Race

London, June 10 (By A. P.).—An Anglo-American race of sailing barges is foreshadowed by the Daily Mail.

Twenty Thames barges raced for 60 miles on the Thames estuary yesterday, and, according to the newspaper, their fine sailing so deeply impressed "a Mr. Black, wealthy American, understood to be the proprietor of a Baltimore newspaper," that he suggested that a race between American and English barges be held on Chesapeake Bay next summer.

Van Lear Black, chairman of the board of directors of the Baltimore Sun, has been on an air tour of Europe for the last few months. Several weeks ago it was reported from London that he had chartered an airplane for a flight to the Dutch East Indies and return. He announced at the time he was interested in the commercial aspects and possibilities of aviation.

Cafe Owner Acquitted Of Charge by Woman

Dennis Kriekokias, proprietor of a lunchroom at 1201 Twenty-sixth street northwest, has been acquitted of a charge of attempted assault, preferred last February by Mrs. Jessie Hutton, who runs a rooming house at 1230 Twenty-ninth street northwest.

Kriekokias denied that he had attempted to assault the woman and was acquitted by a jury in Criminal Court No. 2, Justice James F. Smith. He was represented by Attorney Soterios Nicholson.

Nations Honor Airman With Many Awards

The following medals and awards have been presented or will be presented to Col. Charles A. Lindbergh:

By France—Cross of the Legion of Honor; medal and pin of Lafayette Escadrille.

By Great Britain—Royal Air Force Cross.

By Belgium—The Order of Leopold.

Aero Club of France—Gold medal.

By Swedish Aero Club—Gold plaque.

By United States—Distinguished Flying Cross.

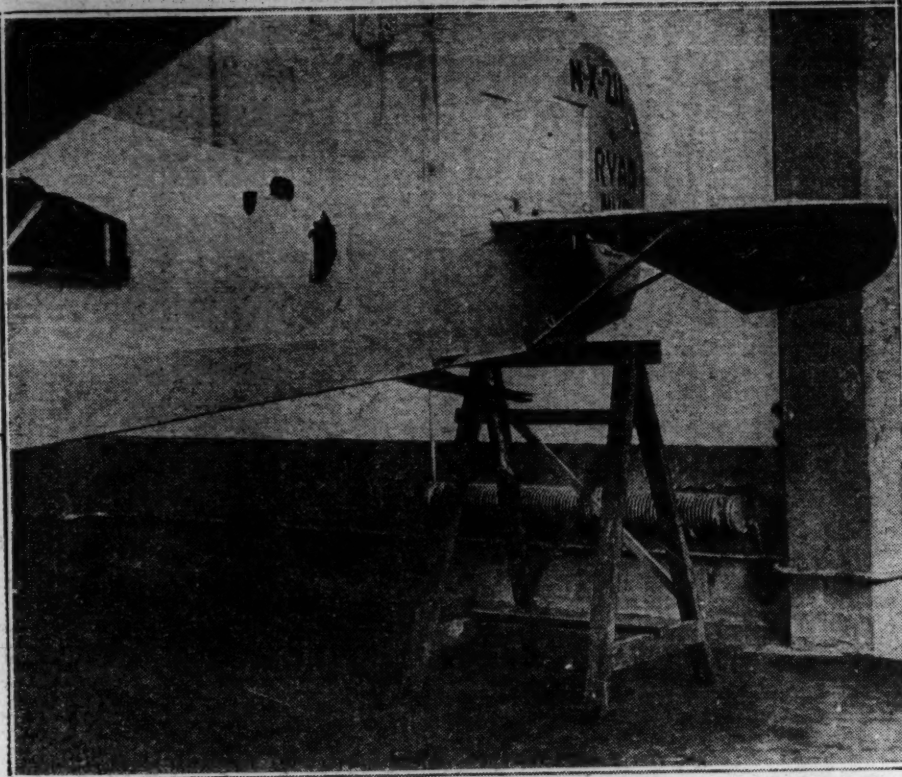
By New York State—Medal of Valor.

By National Geographic Society—The Hubbard Medal.

By Smithsonian Institution—The Langley Medal.

In addition to these, many organizations and societies have voted special medals in his honor. It is also expected that immediately upon the convening of Congress he will be further honored by the United States by being awarded the Congressional Medal of Honor.

FUSELAGE OF PLANE DAMAGED FOR SOUVENIRS



The souvenir hunters damaged the fuselage of the Lindbergh plane, as this picture shows, in their efforts to obtain bits of metal and fabric.

DALLAS-TO-HONGKONG TAKE-OFF ON JUNE 23

Lieuts. Stern and Windham
to Try for Easterwood
\$25,000 Prize.

Dallas, Tex., June 10 (By A. P.).—The first take-off in the proposed Dallas-to-Hongkong flight contest is scheduled for Thursday, June 23, William E. Easterwood, Jr., donor of the \$25,000 prize, announced tonight on receipt of official entry blanks from Lieuts. Ben Stern and Jess Windham, of Memphis, Tenn.

The two fliers will use an Eagle Rock biplane equipped with a Wright Whirlwind motor. The plane is nearing completion in Denver and will be flown to Dallas a few days before the take-off, Easterwood said.

The plane will be without pontoons, but the fliers will carry rubber life preservers which carry ten days' rations and water. The ship has a metal propeller, 52-foot wing spread and fuel capacity for 3,500 miles, with a cruising speed of 110 miles an hour.

Stops will be permitted at San Francisco, Hawaii and the Philippines, but Hongkong must be reached in 144 hours to win the prize.

War Mothers Chart Theater Fund Relief

American War Mothers of the District, meeting last night in the Hotel Hamilton, laid plans for their benefit performance of "Pollyanna" Tuesday night at the National Theater. Funds realized from the benefit will be used in carrying forward relief work among veterans at local hospitals.

Mrs. E. C. Wagner, president of the society, announced plans for a party for disabled veterans, June 20, at Mount Alto Hospital. Mrs. Evan Fuge is chairman of the committee in charge. Mrs. Mary A. Baughman, of North Carolina, and Mrs. E. M. Anderson, of Philadelphia, both gold star mothers, were guests last night of the society. Mrs. Wagner represents the chapter on the Lindbergh reception committee.

PINEDO IS GREETED AT PONTA DEL GADA

St. Michael's Island in the
Azores Is Reached by
Italian Aviator.

Ponta Del Gada, Azores Islands, June 10 (By A. P.).—Commander Francesco de Pinedo, arrived at St. Michael's Island, largest of the Azores group, at 2 o'clock this afternoon. He had left Horta this morning, continuing his four-continent flight.

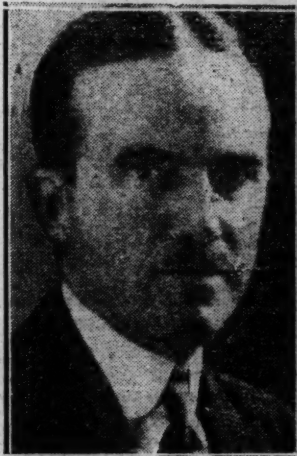
The Italian flier was scheduled to refuel at Ponta del Gada before continuing his aerial voyage back to Italy.

Ponta del Gada took a holiday to welcome De Pinedo. The stores were closed and the population turned out on the waterfront to see the flier come ashore.

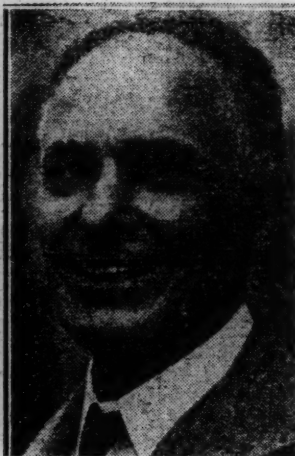
The landing quay and the streets through which the aviator passed for the official reception were brilliantly decorated. The crowds cheered frantically and women showered Commander de Pinedo with flowers.

Commander de Pinedo will attend a banquet this evening and a gala performance by a Portuguese dramatic company.

AMERICANS WHO GREETED ARMEN



Dewitt C. Poole, left, Counselor of the United States Embassy, who flew to Kottbus to greet Chamberlin and Levine after their trans-ocean flight, and Jacob Gould Schurman, American Ambassador, who awaited their arrival at Berlin.



WOMAN SEEKS PILOT FOR ATLANTIC FLIGHT

Mrs. Campbell, of Chicago,
Has Rival in a German
Feminine Flier.

Chicago, June 10 (By A. P.).—The first woman to seek transatlantic flying fame will be Mrs. E. Lewis Campbell, of Chicago, if she can find a pilot brave enough to accompany her, she announced today. Mrs. Campbell is wife of the president of the Chicago Flying Club and is learning to be a pilot. She said that she would take off in a minute if she finds a pilot to go with her.

"I wouldn't worry about anything," she said, "I'd pull on my flying togs and buy my other clothes in Paris. It won't be long till women will be doing that every day."

Mr. Campbell said he hoped his wife would be the first to make the trip. "I'm enthusiastic about it," he said.

Hamburg, Germany, June 10 (By A. P.).—"I am ready to fly to America at the drop of the hat, provided I have the right machine," Thea Rasche reiterated today, as she tinkered at her Udet Flamingo stunt plane, getting ready for her flight to Berlin to greet Chamberlin and Levine at tonight's American Club dinner.

"Fear?" exclaimed Germany's only licensed woman airpilot. "I don't know that word," she said. "How else could I do stunts such as I do? As far as my personal inclinations are concerned, I would fly at once."

Thea is a familiar figure at aviation meets in Germany, Austria and other countries, looping the loop and performing similar hair-raising stunts.

Son of Mathewson, Ball Star, Graduated

Lewisburg, Pa., June 10 (By A. P.).—John Heydler, president of the National League, was proud to make a trip from New York to attend the graduation of Christopher Mathewson, Jr., from Bucknell, the college where the great Matty studied and played and found the boy's mother.

LEVINE ANSWERS NEW; STAMPS NOT FOR SALE

Letters Carried by Airplane
Columbia for Historical
Societies, He Says.

Berlin, June 10 (By A. P.) (Jewish Telegraphic Agency).—Charles A. Levine replied with a smile to questions asked him by press representatives concerning criticism by Postmaster General New with regard to the mail carried by the Columbia on its nonstop transatlantic flight.

"The insinuation that we carried the mail for the value the stamps might have for philatelists is simply absurd. The stamps were duly canceled by the local postal authorities and I fall to see where the Postmaster General finds any violation on our part. The fact of the matter is that we intended to present these stamps to historical societies."

Mr. Levine then showed a cable from the Brooklyn Institute of Arts and Sciences in which he is requested to distribute the stamps of the flight among historical societies.

Chicago Car Strike Authorized in Vote

Chicago, June 10 (By A. P.).—Street car men have authorized their union leaders to call a strike if other means of obtaining a satisfactory wage agreement fail. Less than 2 per cent of the conductors and motormen who voted yesterday on the strike proposal were against such action, the union's election commission announced.

The men have asked a 15 cents an hour increase, which would raise the maximum pay to 90 cents. The Chicago surface lines have offered a new contract at a 5 cents an hour reduction from the present 75 cents maximum. Company officials indicated they would resist the union demands.

LINDBERGH ADVENT TAXES PHONE LINES

150 Additional Operators Put
On to Handle Rush of
Calls in Capital.

Washington telephone users made about 50,000 more calls yesterday than on any other day during the present month, according to Charles T. Clagett, general commercial superintendent of the Chesapeake & Potomac Telephone Co. For the past several days, the calling rate in Washington has shown a steady increase and a peak was reached last night with about 615,000 connections having been made.

Operating officials of the telephone company, anticipating an increase in the number of calls during the visit of Col. Lindbergh, had arranged for a reserve force of 150 additional operators to take care of the rush. Even with this extra assistance the operating forces were taxed to the utmost to maintain the service to the usual high standard, Mr. Clagett stated.

The previous high record for telephone calls on any day here was made in 1925 on the Saturday that the Washington-Pittsburgh ball team were scheduled to play the fourth game of the world series. Due to inclement weather the game was called off and fans who were interested in finding out whether the teams would play, made calls, bringing the total for the day up to 600,000.

Campus Beer Parties Charged at Chicago

Chicago, June 10 (By A. P.).—Two leaders in college activities have been asked to leave a dormitory and President Max Mason, of the University of Chicago, has called on the student body to aid in investigating and combatting drinking at the school after reports of beer drinking on the campus and in a dormitory Sunday night.

Recent prohibition raids on liquor sources near the school followed the death of a student from drinking drug store gin. President Mason summoned fifteen of the school's leading students to confer with him this afternoon.

Chi Sigma Sorority Names New Officers

Loretta Cunningham was elected president of the Chi Sigma Sorority holding its annual convention last night in the Carlton Hotel. Approximately 85 members attended the meeting, at which eight local chapters were represented.

Other officers chosen were Margaret Casey, advisor; Lucille Jones, first vice president; Dorothy Lang, second vice president; Amelia Fitch, secretary; Lilian Killierlane, treasurer; Laura Baul, sir, custodian of property; Mildred Moore, historian. An address was delivered by Gladys Perry, national president of the sorority.

Professor Quits Yale For Steel Position

New Haven, Conn., June 10 (By A. P.).—John Johnston, Sterling professor of chemistry, will leave Yale with the end of the college year to join the United States Steel Corporation as director of the department of research and technology, it was announced today.

He has been Sterling professor since 1919 and head of the chemistry department since 1920.

President Coolidge Voices Nation's Praise

Among the first to cable congratulations to Col. Lindbergh after his arrival in Paris was President Coolidge, who today will become his host. The message, which was sent to the American Embassy in Paris, follows: "The American people rejoice with me at the brilliant termination of your heroic flight. The first nonstop flight of a lone aviator across the Atlantic crowns the record of American aviation. In bringing the greetings of the American people to France you likewise carry the assurance of your admiration of those intrepid Frenchmen, Nungesser and Coll, whose bold spirits first ventured on your exploit, and likewise a message of our continued anxiety concerning their fate."

JUST SHARE IT
WITH YOUR SHOE

Ladies Can
Wear Shoes
one size smaller
and walk or dance
in comfort by using
Allen's Foot-Ease
the Antiseptic
Healing Powder to
shake into your shoes

**ALLEN'S
FOOT-EASE**

To COLONEL Charles A.

Lindbergh

A WELCOME from the PACIFIC COAST

where he obtained, for the Trans-Atlantic flight that is celebrated again today by the entire nation, the Ryan monoplane he so gallantly flew, built at San Diego, California, and



RED CROWN
Aviation Gasoline
(CALIFORNIA)



—the California motor fuel of the unfailing power, thrust and mileage upon which his life depended.

With all the world to choose from, Captain Lindbergh crossed the continent to buy Red Crown Aviation Gasoline made at the Richmond Refinery of the Standard Oil Company of California on San Francisco Bay.

Red Crown Aviation Gasoline, which meets all the demands of the airplane, is a companion of Red Crown Gasoline for motor cars—a motor fuel celebrated on the Pacific Coast for its quick starting, maximum mileage and anti-knock qualities. Both products are refined with exactly the same care and skill, from California crude oil, by—

STANDARD OIL COMPANY OF CALIFORNIA

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FEDERAL AMERICAN NATIONAL BANK

OF WASHINGTON, D. C.

June the Eleventh
1 9 2 7

Colonel Lindbergh -

Everyone around our place is thoroughly proud of you and thrilled by your triumph.

Your foresight - your dauntless courage - and your graciousness and gratitude have won for you the respect and admiration of the world.

What a magnificent example to the young manhood of all nations!

"It can be done" has never been better exemplified.

May it encourage and strengthen the desire of all people to be of greater service to their fellow-men and to society in general.

On behalf of my associates and myself, I bespeak the grace of God on Charles Lindbergh, a noble American youth.

Sincerely yours,

John Poole
President

